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Re: Application no. 10/725,226 filing date: 12/01/2003 Art Unit no. 3657

United States Patent & Trademark Office  
Commissioner for Patents  
P.O. Box 1450  
Alexandria, VA 22313-1450

Dear Bradley King,

In reply to your office action of 05/28/2009, I attach herewith a complete Appeal Brief as needed to replace the previous ones.

A copy of claims of the final version entered on 8/26/2005 is enclosed in which two typing errors are corrected referring to the drawings of FIG. 19 and FIG. 21 to make the device(s) operative.

Instead of:

its axis fixing between center and rim of a round wheel with connecting rod, ..  
(extra outlet structure Duo-D in claim 2)

moving the frame, ~~on which~~ an extra outlet with hose, connecting rod kit ..  
(moving frame structure Duo-E in claim 2)

Now please read:

an axis fixing between center and rim of a round wheel with connecting rod, ..  
(extra outlet structure Duo-D in claim 2)

moving the frame, pushing an extra brake outlet with hose, with a connecting rod kit ..  
(moving frame structure Duo-E in claim 2)

I believe this Appeal Brief is correct, if defective, please advise and instruct which section of Brief is to be corrected and how, so as to accelerate the process.

Sincerely yours,

Henri Duong

## CLAIMS

### Claim 1

What I claim as my invention is: Detectable automatic braking system used for all kinds of motor and engine vehicles, automobiles, cars, trucks, buses, vans, trains, tanks, motorcycles, airplanes, ships..., including:

sensor(s)/radar(s) or detectable devices equipping in the front (top) of vehicle and at its rear (top) part for detecting at a distance between two vehicles or obstruction, radar(s) sending information to switch braking unit on to brake the car automatically to stop its running once obstruction being detected,

and a (third) radar/sensor equipping in the front of car to detect to sound sonorous alarm or recorded message to driver at the earliest among other radars once obstruction detected by this radar, driver lowering car speed to avert automatic braking, of automatic voice sound.

### Claim 2

What I claim as my invention is: Detectable automatic braking system equipping in all kinds of motor & engine vehicles, automobiles, cars, trucks, buses, vans, trains, motorcycles, tanks, airplanes, ships..., sensor(s)/radar(s) or detectable devices using to detect and to respond by detected result to braking unit to perform automatic braking action, including:

braking by pressing or pulling function, new pedals, rubber boot, safety covers, braking positions against extra brake outlets, automatic braking pedals for proper automatic braking use without causing movement of vehicle pedal, using their main parts wherein or movement of any other equipments, instruments having braking effect; using movement of force by motor, by air, by wind, by spring, by energy, of air hydraulic/oxygen (unit), of air/liquid pump, of cylinder as nut & piston as bolt with induction coils..., braking objects including wheels, spindle, axis, rod, oscillator moving frame, bracket drive and any other objects with same effect, using sensors or any other wire/wireless detectable devices; radars,

infrared (detector) lenses, detectors, electronic eyes, lighting sensors, motion sensor detectors, sensor video cameras..., having heating effect against snow, accessories,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, braking locked by iron switches of motor to its inner triangle wheel, brake released by switch device and spring force, of triangle wheel structure,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, braking locked by lock device of motor to bracket arm of triangle wheel, brake released by driver's button and spring force, of triangle wheel structure Duo,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, braking locked by lock device of motor to bracket arm of wheel, brake released by driver's button and rewind spring or using double spinning motor, of triangle wheel structure Du,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor, its axis fixing between center and rim of a round wheel, rotating at wheel summit pushing on pedal part to brake, braking locked by lock device of motor to bracket arm of wheel, brake released by driver's button and rewind spring or using double spinning motor, of round wheel structure Duo-A,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor, its axis fixing between center and rim of a round wheel, rotating at wheel summit pushing on pedal part to brake, braking locked by lock devices of motor to its inner wheel, brake released by driver's contact and spring force, of round wheel structure Duo-a,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor:

its toothed spindle engaging through gear-nut of frame screwing out pressing on pedal part to brake, braking locked by lock device, released by driver's button and slotted spindle spring force or spring linked to frame, of screw & unscrew structure Duo-B,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor, its axis engaging a tube outlet of frame with grooved end part rotated by a gear of motor, moving axis pressing on pedal part to brake, braking locked by lock device, released by driver's button and spring, of axis-gear structure Duo-C,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor, an axis fixing between center and rim of a round wheel with connecting rod, pressing to an extra outlet built from brake original booster/master cylinder to brake, braking locked by lock device and released by driver's button using revert spring force at back spin, of extra outlet structure Duo-D,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting oscillator moving the frame, pushing an extra brake outlet with hose, with a connecting rod kit in air releasing spring unit placing with ball bearing centered to a wheel, pressing to a rubber cover wheel manufactured as a part of double pulley rotated by car engine to brake, braking locked by lock device, released by driver's contact, of moving frame structure Duo-E,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting motor to drive a rectangular bracket pressing on pedal part to brake, braking locked by lock device, released by driver's button and spring force, of bracket drive structure Duo-F,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting motor to rotate its bar pressing on pedal-part to brake, inner wheel locked by lock device inside motor during braking, released by driver's button and rewind spring, of direct spin structure Duo-G,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting motor to

rotate its oval wheel pressing on pedal part to brake, wheel locked by lock device, released by driver's button and rewind spring, of oval wheel structure Duo-H, and/or

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting motor to rotate its hexagonal wheel pressing on pedal part to brake, inner wheel locked by lock device inside motor during braking, released by driver's button and rewind spring, of hexagonal wheel structure Duo-I,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting both functioning of motor braking and pressing button standby of mini-motor which rotating to draw lock device resulting from earlier pressing action releasing the brake automatically just after radar(s) detecting free, of automatic releasing process,

detectable automatic braking system referring to claim 2, wherein brake motor be fixed between supporting springs, appropriate motor rotating at a speed to brake a car fast enough to stop its running, if using motor spinning at both sides: one side to brake and the other side to release at low speed replacing spring force, in which switch turning brake motor off prior to braking and locking, lock; pushing a bracket over edge point of a bar/rod under spring force be blockade in device and releasing by cable drawing opposite side of rod, of lock device,

detectable automatic braking system referring to claim 2, wherein automatic water switch equipped to be connected by raining water between electric wires to turn on second sensor in the front of car for detecting at a longer distance to earlier stop car running on wet, drying water by wind to extinguish the function of second sensor/radar after raining over, of automatic water switch,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, the third sensor/radar automatically reacting both motor braking and mini-motor drawing to unlock lock device to brake and to release while radar(s) detecting free to lower car speed safely at a longer distance, or using a second braking unit without lock for third sensor/radar, in which a revert timer be installed to switch off third sensor/radar for certain minutes letting cars approach closer during heavy traffic, of automatic lower speed

system,

detectable automatic braking system referring to claim 2, wherein color signal sonorous lamp or recorded message being “on” showing to driver while entire braking system being “off”, driver being able to switch off the entire system by a driver’s contact when necessary or driver finding impossible to balance his car on ice-covered road if braking operating, in which installing a thermostat to disconnect color signal sonorous lamp in winter snow, of automatic safety system,

detectable automatic braking system referring to claim 1 & 2 and Automatic stop lamp system, Detectable automatic (alarm) systems in claim 3 wherein covering the original elements, composition, function, structures, process of making, contents, illustrations, installation, of the invention in these documents, any other structures, modifications, replacement of parts assembling to make up the same systems or to perform similar devices referring to their original fundamentals to the same effect and/or combining the invention with any other devices or systems using other names being in the scope of the protection of the invention, the invention be used everywhere.

### Claim 3

What I claim as my invention is : Automatic stop lamp system for traffic light including:

extra lamp(s) equipped for traffic light at a position to focus its beam at lighting zone limit on red to stop cars advancing on red that its beam having capacity to react function of detectable automatic braking system on sensor(s)/radar(s) of front cars,

and Detectable automatic alarm system using for all kinds of motor and engine vehicles, automobiles, cars, trucks, buses, vans, trains, motorcycles, airplanes, ships..., including:

small sensor(s)/radar(s) or detectable devices equipping at both sides of a car to sound sonorous alarm or recorded message to driver, indicator showing color signal lamp; right or left side be detected once running cars extremely approaching each other,

and extra sensors/radars or detectable devices equipping on right & left mirrors of cars

for back detecting during turning, sonorous (signal) alarm or voice sounding to driver (on indicator) if rear car being detected by radar at a distance while signal lamp being on.

(A) Identification page(s): 1 page.

Applicant's name: Henri Duong

Application no. 10/725,226

Filing date: 12/01/2003

Title of the invention: Back driving automatic brake system & Automatic braking system for equipping in all vehicles, airplanes, ships..

Name of Examiner: Bradley T. King

Art Unit: 3657

Title of the paper: **Appeal Brief**



(B) Table of Contents page(s): 131 pages.

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(A) Identification page(s): 1 page.

(B) Table of Contents page(s): 1 page.

(C) Real party in interest page(s): 1 page.

(D) Related appeals and interferences page(s): 1 page.

(E) Status of claims page(s): 1 page.

(F) Status of amendment page(s): 1 page.

(G) Summary of claimed subject matter page(s): 52 pages.

(H) Grounds of rejection to be reviewed on appeal page(s): 9 pages.

(I) Argument page(s): 55 pages.

(J) Claims appendix page(s): 7pages.

(K) Evidence appendix page(s): 1 page.

(L) Related proceedings appendix page(s): 1 page.

(C) Real party in interest page(s): 1 page.

Applicant's name: Henri Duong

Name of Examiner: Bradley T. King

And a Court/the Board

(D) Related appeals and interferences page(s): 1 page.

Appellant states that this Appeal Brief is related to Notices of Appeal filed on 04/11/08, 07/21/08, 02/06/09 and 06/13/09 under Application no. 10/725,226 filing date: 12/01/2003.

(E) Status of claims page(s): 1 page.

Appellant states that claims 1-3 are pending and rejected, currently being appealed while claims 4-13 (withdrawn) were not entered in this application after final rejection and are not under appeal.

(F) Status of amendment page(s): 1 page.

Appellant states that the status of all amendments filed after the final rejection of 12/30/2005 so the after final amendments filed for claims 4-13 (withdrawn) have not been entered by the examiner.

(G) Summary of claimed subject matter page(s): 52 pages.

## CLAIMS

Claims 4-13 (withdrawn)

*Referring to the specification by page 2 line 3-5, page 12 line 11-16, drawing FIG. 31-32 and reference paragraph [0007], [0078]:*

### Claim 1

What I claim as my invention is : Detectable automatic braking system used for all kinds of motor and engine vehicles, automobiles, cars, trucks, buses, vans, trains, tanks, motorcycles, airplanes, ships..., including:

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Means and function:

Basis of "Detectable automatic braking device/system including has feature for applying brake by itself to halt motor-vehicle running on traveling way for stopping traffic accident whenever it receives the detected result or sensed signal of its front and/or rear sensor(s)/radar(s)/operative device(s) of motor-vehicle/transportation connected wire/wireless detecting/sensing a physical property or an obstruction in detecting zone, such device/system is used equipping for/in any kind of transportation including engine vehicle, motor vehicle, automobile, car, truck, bus, van, train, tank, motorcycle, airplane, ship and/or any other."

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Elements, function and steps, including:

(1) Detectable automatic braking system:

(2) example type of detectable automatic braking device/system installation:

- (3) detectable automatic braking system/device including any operative device having capability of applying brake by itself reacted by sensor(s)/radar(s) or detectable device(s) detecting/sensing an obstacle,
- (4) detectable automatic braking system/device including one(s) of the example types as Triangle wheel, Duo, Du, Duo-A to Duo-I, any operative one in use,
- (5) detectable automatic braking system including used equipping for any kind of engine vehicle,
- (6) detectable automatic braking system including used equipping for any kind of motor-vehicle,
- (7) detectable automatic braking system including used equipping for any kind of automobile,
- (8) detectable automatic braking system including used equipping for any kind of car,
- (9) detectable automatic braking system including used equipping for any kind of truck,
- (10) detectable automatic braking system including used equipping for any kind of bus,
- (11) detectable automatic braking system including used equipping for any kind of van,
- (12) detectable automatic braking system including used equipping for any kind of train,
- (13) detectable automatic braking system including used equipping for any kind of tank,
- (14) detectable automatic braking system including used equipping for any kind of motorcycle,
- (15) detectable automatic braking system including used equipping for any kind of airplane,
- (16) detectable automatic braking system including used equipping for any kind of ship,
- (17) detectable automatic braking system including used equipping for any other(s),
- (18) connection including any operative connection and installation, and/or
- (19) composition including any material of making and necessary parts.

*Referring to the specification by page 5 line 6-13, drawing FIG. 31 and reference paragraph [0052]:*

Claim 1, including:

Sensor(s)/radar(s) or detectable devices equipping in the front (top) of vehicle and at its rear (top) part for detecting at a distance between two vehicles or obstruction, radar(s)

sending information to switch braking unit on to brake the car automatically to stop its running once obstruction being detected,

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Means and function:

Basis of “sensor(s)/radar(s) or detectable device(s) is connected wire/wireless and equipped including in the front (top) part of motor-vehicle turned on by key contact for front detecting/sensing at a distance on traveling way, rear sensor(s)/radar(s) is connected wire/wireless and equipped including at motor-vehicle rear (top) part through backing lamp switch switched on during backing for rear detecting/sensing at a distance on backing way, sensor(s)/radar(s) is connected to switch braking unit on to apply brake automatically to stop the motor-vehicle running whenever it detects/senses a physical property or an obstruction in its detecting zone.”

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Elements, function and steps, including:

- (1) radar(s)/sensor(s)/or detectable device(s),
- (2) example type of installation of detectable device(s):
- (3) radar(s)/sensor(s) including connected wire/wireless and equipped in front part of motor-vehicle,
- (4) front radar(s)/sensor(s) of motor-vehicle including for front detecting/sensing at a distance on traveling way,
- (5) front radar(s)/sensor(s) of motor-vehicle including having facility to avert direct lighting flashing on it,
- (6) sensor(s)/radar(s) or detectable device(s) including for detecting/sensing and responding by the detected result or sensed signal against a physical property or an obstruction,
- (7) radar(s)/sensor(s) equipped on/for motor-vehicle/transportation including detecting/sensing vehicle/obstruction and reacting,
- (8) radar(s)/sensor(s) including reacting against obstruction to switch the braking motor/unit on to brake motor-vehicle automatically to stop motor-vehicle running,



- (9) radar(s)/sensor(s) including connected electrically to braking motor/unit,
- (10) braking motor including for applying brake reacted/switched by radar(s)/sensor(s),
- (11) radar(s)/sensor(s) including for equipping at/in rear part of motor-vehicle/transportation,
- (12) rear radar(s)/sensor(s) of motor-vehicle including connected wire/wireless and equipped for rear detecting/sensing at a distance during braking operation,
- (13) rear radar(s)/sensor(s) including connected operating with backing light switch,
- (14) rear radar(s)/sensor(s) including detecting/sensing at near distance only if driver backing one's motor-vehicle,
- (15) automatic braking unit including one(s) of the example types as Triangle wheel, Duo, Du, Duo-A to Duo-I, any operative one in use,
- (16) connection including any operative connection and installation, and/or
- (17) composition including any material of making and necessary parts.

*Referring to the specification by page 11 line 16-19 and reference paragraph [0075]:*

Claim 1, including:

and a (third) radar/sensor equipping in the front of car to detect to sound sonorous alarm or recorded message to driver at the earliest among other radars once obstruction detected by this radar, driver lowering car speed to avert automatic braking, of automatic voice sound.

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Means and function:

Basis of "a (third) radar/sensor is connected wire/wireless and equipped including in the front part of motor-vehicle turned on by key contact for detecting/sensing on traveling way, radar/sensor is connected its device/recorder to sound/speak sonorous signal lamp or recorded message to driver whenever it detects/senses a physical property or an obstruction at the longest distance so that driver may lower speed of motor-vehicle before automatic braking operates, of automatic voice sound."

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Elements, function and steps, including:

- (1) extra radar/sensor of automatic voice sounding device,
- (2) example type of automatic voice sounding device:
- (3) a (third) radar/sensor including connected wire/wireless and equipped in the front part of motor vehicle,
- (4) front extra radar(s)/sensor(s) of motor-vehicle including for front detecting/sensing at the longest distance on traveling way,
- (5) a (third) radar/sensor among other radars including for detecting/sensing an obstruction and turning its device on sounding to driver,
- (6) a (third) radar/sensor including connected to sonorous alarm/recorded message device,
- (7) sonorous alarm/signal lamp device or voice recorder including for sounding/speaking to driver,
- (8) driver including lowering motor-vehicle speed before automatic braking operating,
- (9) connection including any operative connection and installation, and/or
- (10) composition including any material of making and necessary parts.

*Referring to the specification by page 2 line 3-5, page 12 line 11-22, drawing FIG. 31-32 and reference paragraph [0007], [0078]:*

## Claim 2

What I claim as my invention is : Detectable automatic braking system equipping in all kinds of motor & engine vehicles, automobiles, cars, trucks, buses, vans, trains, motorcycles, tanks, airplanes, ships..., sensor(s)/radar(s) or detectable devices using to detect and to respond by detected result to braking unit to perform automatic braking action, including:

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Means and function:

Basis of "Detectable automatic braking system is connected wire/wireless and

equipped for using in any kind of transportation including motor vehicle, engine vehicle, automobile, car, truck, bus, van, train, motorcycle, tank, airplane, ship and/or any running one in which sensor(s)/radar(s) or detectable device(s) is used having capability to detect/sense and to respond by detected result reacting to braking unit to perform automatic braking action.”

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Elements, function and steps, including:

- (1) detectable automatic braking system/device:
- (2) any device/system of the same/similar effect,
- (3) detectable automatic braking system/device including connected wire/wireless and equipped for using in any kind of transportation for stopping traffic accident on traveling way,
- (4) detectable automatic braking system/device including for equipping in motor vehicle,
- (5) detectable automatic braking system/device including for equipping in engine vehicle,
- (6) detectable automatic braking system/device including for equipping in automobile,
- (7) detectable automatic braking system/device including for equipping in car,
- (8) detectable automatic braking system/device including for equipping in truck,
- (9) detectable automatic braking system/device including for equipping in bus,
- (10) detectable automatic braking system/device including for equipping in van,
- (11) detectable automatic braking system/device including for equipping in train,
- (12) detectable automatic braking system/device including for equipping in motorcycle,
- (13) detectable automatic braking system/device including for equipping in tank,
- (14) detectable automatic braking system/device including for equipping in airplane,
- (15) detectable automatic braking system/device including for equipping in ship,
- (16) detectable automatic braking system/device including for equipping in operative one,
- (17) sensor(s)/radar(s) including any operative device(s),
- (18) sensor(s)/radar(s) or detectable device(s) including used having capability of detecting/sensing/any,
- (19) sensor(s)/radar(s) or detectable device(s) including used having capability of responding and reacting by detected result,

- (20) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit,
- (21) braking unit including any operative device having capability of applying brake by itself, including one(s) of the example types as Triangle wheel, Duo, Du, Duo-A to Duo-I, any operative one in use,
- (22) sensor(s)/radar(s) or detectable device(s) including reacting/turning braking unit on to perform automatic braking,
- (23) connection including any operative connection and installation, and/or
- (24) composition including any material of making and necessary parts.

*Referring to the specification by page 10 line 9-27, drawing FIG. 35-40 and reference paragraph [0071], [0072]:*

Claim 2, including:

Braking by pressing or pulling function, new pedals, rubber boot, safety covers, braking positions against extra brake outlets, automatic braking pedals for proper automatic braking use without causing movement of vehicle pedal, using their main parts wherein or movement of any other equipments, instruments having braking effect including using movement of force by motor, by air, by wind, by spring, by energy, of air hydraulic/oxygen (unit), of air/liquid pump, of cylinder as nut & piston as bolt with induction coils., braking objects including wheels, spindle, axis, rod, oscillator moving frame, bracket drive and any other objects with same effect, using sensors or any other wire/wireless detectable devices including radars, infrared (detector) lenses, detectors, electronic eyes, lighting sensors, motion sensor detectors, sensor video cameras., having heating effect against snow, accessories.

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Means and function:

Basis of "essential parts operating the invention: braking operation is made by pressing, pulling and/or any operating, new pedal is used for applying brake, rubber boot and/or safety cover is equipped for protection of pedal movement, braking is made by any

braking position against extra brake outlet which is particularly made for automatic direct braking use, automatic braking pedal is made for proper automatic braking use without causing movement of vehicle pedal, using their main part(s) wherein, or braking is applied by movement of any other equipment, instrument having braking effect, including using movement of force by motor, by air, by wind, by spring, by energy, of air hydraulic/oxygen (unit), of air/liquid pump, of cylinder as nut & piston as bolt with induction coils and/or any other. Any braking object can be used including wheel, spindle, axis, rod, oscillator moving frame, bracket drive and/or any operative one of that effect. Any useful wire/wireless detectable device is used having capability to detect/sense, respond and react by its detected/sensed result, including sensor, radar, infrared (detector) lens, detector, electronic eye, lighting sensor, motion sensor detector, sensor video camera and/or any other, having heating effect against snow, any parts.”

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Elements, function and steps, including:

- (1) essential parts operating the invention,
- (2) example type of essential parts operating the invention:
- (3) braking by pressing or pulling function,
- (4) braking by pressing or pulling function/operation including any usable operation to perform braking including by pressing or pulling effect,
- (5) new pedal including any operative pedal usable for automatic braking use,
- (6) automatic braking pedal for proper automatic braking use without causing the movement of vehicle pedal,
- (7) rubber boot including for protection of pedal movement, or
- (8) safety cover including for protection of pedal movement,
- (9) braking position including any position for performing braking on it,
- (10) extra braking outlet rod from original booster/master cylinder,
- (11) extra braking rod outlet including for using particularly to perform automatic braking,
- (12) braking including used any equipments or instruments having braking effect,
- (13) braking used movement of force including by motor,

- (14) braking used movement of force including by air,
- (15) braking used movement of force including by wind,
- (16) braking used movement of force including by spring,
- (17) braking used movement of force including by energy,
- (18) braking used movement of force of air hydraulic/oxygen (unit),
- (19) braking used movement of force of air/liquid pump,
- (20) braking used movement of force of cylinder as nut & piston as bolt with induction coils,
- (21) braking used movement of force by/of any other,
- (22) braking object including wheel,
- (23) braking object including spindle,
- (24) braking object including axis,
- (25) braking object including rod,
- (26) braking object including oscillator moving frame,
- (27) braking object including bracket drive,
- (28) braking object including any other object with same effect,
- (29) using wire/wireless detectable device as radar,
- (30) using wire/wireless detectable device as sensor,
- (31) using wire/wireless detectable device as infrared (detector) lens,
- (32) using wire/wireless detectable device as detector,
- (33) using wire/wireless detectable device as electronic eye,
- (34) using wire/wireless detectable device as lighting sensor,
- (35) using wire/wireless detectable device as motion detector sensor,
- (36) using wire/wireless detectable device as video camera, or
- (37) using wire/wireless detectable device as any operative one,
- (38) detectable device having heating effect against snow,
- (39) connection including any operative connection and installation, and/or
- (40) composition including any material of making and necessary parts.

*Referring to the specification by page 5 line 22-26, page 6 line 1-4 drawing FIG. 1-2, 32 and reference paragraph [0054]:*

Claim 2, including:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts braking motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, braking locked by iron switches of motor to its inner triangle wheel, brake released by switch device and spring force, of triangle wheel structure.

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Means and function:

Basis of “triangle wheel structure for/of detectable automatic braking device: as key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed for/in motor-vehicle/transportation detecting/sensing free on traveling way, once obstruction being detected, sensor(s)/radar(s) or detectable device(s) switches braking motor on rotating triangle wheel to its edge point pressing at the opposite side of upper pedal/new pedal to brake to halt transportation running and braking is locked by iron switches of inside motor to edge points of its inner triangle wheel or similar locking device at braking position, where motor is turned off prior to locking, where brake is to be released by driver button switching motor on spin and spring force, spring force including a ball bearing with pin is fixed firmly at the surface of wheel nearby its flat part corner where a spring is fixed from pin to a moving ball of motor frame pulling wheel at the right position after each spin so as to unlock the brake. We fix brake motor between two strong springs to support its spin and motor is linked with arm at its end to frame letting motor move at its specific position.”

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Elements, function and steps, including:

- (1) triangle wheel structure,
- (2) example type as triangle wheel structure:
- (3) sensor(s)/radar(s) or detectable device(s),
- (4) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/motor,

- (5) sensor(s)/radar(s) or detectable device(s) including for detecting a distance on traveling way,
- (6) sensor(s)/radar(s) or detectable device(s) including for detecting/sensing an obstacle and switching braking motor on,
- (7) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),
- (8) triangle wheel including as object rotating to press on pedal,
- (9) triangle wheel including fixed with axis of motor,
- (10) triangle wheel of motor including rotating to its edge point pressing at the opposite side of upper pedal to brake,
- (11) pedal or automatic braking pedal,
- (12) braking including locked by iron switches of motor to its inner triangle wheel,
- (13) iron switches of motor including having function of turning motor off prior to locking,
- (14) iron switches of motor including having function of locking effect,
- (15) iron switch including any operative one,
- (16) inner triangle wheel including any operative one,
- (17) switch device,
- (18) brake releasing including automatic releasing brake of mini-motor,
- (19) brake including to be released by driver button and spring force,
- (20) driver button releasing including for switching motor on rotating at the same/opposite spin,
- (21) spring force including a ball bearing with pin is fixed firmly at the surface of wheel nearby its flat part corner where a spring is fixed from pin to a moving ball of motor frame pulling wheel at the right position after each spin so as to unlock the brake pedal,
- (22) a ball bearing with pin including fixed firmly at the surface of wheel nearby its flat part corner,
- (23) a spring including for fixing from pin to a moving ball of motor frame pulling wheel at the releasing position,
- (24) any spring force including for reversing wheel spin to initial position so as to unlock the brake,



- (25) a frame including for fixing a braking motor on it,
- (26) supporting springs including for fixing braking motor supporting it on braking movement,
- (27) arm including motor fixed with an arm at its end to frame letting motor move at specific position,
- (28) connection including any operative connection and installation, and/or
- (29) composition including any material of making and necessary parts.

*Referring to the specification by page 6 line 5-11, drawing FIG. 3-5 and reference paragraph [0055]:*

Claim 2, including:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts braking motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, braking locked by lock device of motor to bracket arm of triangle wheel, brake released by driver's button and spring force, of triangle wheel structure Duo.

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Means and function:

Basis of "triangle wheel structure Duo for/of detectable automatic braking device: as key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed for/in motor-vehicle/transportation detecting/sensing free on traveling way, once obstruction being detected, sensor(s)/radar(s) or detectable device(s) switches braking motor on rotating triangle wheel to its edge point pressing on pedal part to brake to halt transportation running and braking is locked by motor lock device to bracket arm of triangle wheel at braking position after motor is turned off by switch, where brake is to be released by driver's button to unlock wheel rotating wheel to iron bar blocked at wheel bracket and spring force including motor is linked with a spring to pull triangle wheel by its pin rotating a ball bearing for back spin, motor is fixed between two supporting springs ending with an arm to the frame letting

motor move at specific position.”

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Elements, function and steps, including:

- (1) triangle wheel structure Duo,
- (2) example type as triangle wheel structure:
- (3) sensor(s)/radar(s) or detectable device(s),
- (4) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/motor,
- (5) sensor(s)/radar(s) or detectable device(s) including for detecting a distance on traveling way,
- (6) sensor(s)/radar(s) or detectable device(s) including for detecting/sensing an obstacle and switching braking motor on,
- (7) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),
- (8) triangle wheel including as object rotating to press on pedal,
- (9) triangle wheel including fixed with motor axis,
- (10) triangle wheel of motor including rotating to its edge point pressing at the opposite side of upper pedal to brake,
- (11) braking including switch for turning motor turned off prior to locking,
- (12) lock device including for locking to maintain braking,
- (13) bracket arm including for locking by lock device,
- (14) braking including locked by motor lock device to bracket arm of triangle wheel at braking position,
- (15) pedal or automatic braking pedal,
- (16) driver's button releasing including drawing to unlock lock device to rotate motor at back spin,
- (17) brake including to be released by driver's button and spring force,
- (18) brake releasing including automatic releasing brake of mini-motor,
- (19) brake releasing including wheel rotating to iron bar blocked at wheel bracket,

- (20) iron bar including for blocking to wheel bracket,
- (21) wheel bracket including for blocking to iron bar,
- (22) spring including for drawing back at position,
- (23) ball bearing including for facilitating its pin at movement,
- (24) spring force including motor linked with a spring to pull triangle wheel by its pin rotating a ball bearing on back spin,
- (25) supporting springs including for fixing braking motor supporting it on braking movement,
- (26) a frame including for fixing a braking motor on it,
- (27) arm including motor fixed with an arm at its end to frame letting motor move at specific position,
- (28) connection including any operative connection and installation, and/or
- (29) composition including any material of making and necessary parts.

*Referring to the specification by page 6 line 12-19, drawing FIG. 6-10 and reference paragraph [0056]:*

Claim 2, including:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts braking motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, braking locked by lock device of motor to bracket arm of wheel, brake released by driver's button and rewind spring or using double spinning motor, of triangle wheel structure Du.

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Means and function:

Basis of "triangle wheel structure Du for/of detectable automatic braking device: as key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed for/in motor-vehicle/transportation detecting/sensing free on traveling way, once obstruction being detected, sensor(s)/radar(s) or detectable device(s) switches braking motor on rotating

triangle wheel to its edge point pressing on pedal to brake to halt transportation running, braking is locked by motor lock device to wheel bracket arm after motor turned off by switch, where brake is to be released by driver's button drawing to unlock wheel rotating motor back to block wheel arm to motor bar and rewind spring or using double spinning motor, driver's button is drawn on releasing and wheel bracket will be locked at switch device turning motor off at back spin, motor ending with arm is fixed by two springs in a frame."

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Elements, function and steps, including:

- (1) triangle wheel structure Du,
- (2) example type as triangle wheel structure:
- (3) sensor(s)/radar(s) or detectable device(s),
- (4) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/motor,
- (5) sensor(s)/radar(s) or detectable device(s) including for detecting a distance on traveling way,
- (6) sensor(s)/radar(s) or detectable device(s) including for detecting/sensing an obstacle and switching braking motor on,
- (7) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),
- (8) triangle wheel including as object rotating to press on pedal to brake,
- (9) triangle wheel including fixed with motor axis,
- (10) triangle wheel of motor including rotating to its edge point pressing at the opposite side of upper pedal to brake,
- (11) pedal or automatic braking pedal,
- (12) braking including switch for turning motor turned off prior to locking,
- (13) braking including locked by motor lock device to bracket arm of triangle wheel during braking,
- (14) lock device including for locking to maintain braking,
- (15) bracket arm including for locking by lock device,

- (16) driver's button for releasing including drawing to unlock lock device to rotate motor back spin and rewind spring, or
- (17) brake releasing including automatic releasing brake of mini-motor,
- (18) wheel arm including for blocking to motor bar,
- (19) motor bar including for blocking to wheel arm,
- (20) motor rewind spring including for rewinding motor at back spin,
- (21) brake including to be released by driver's button drawing to rotate motor back to block wheel arm to motor bar and rewind spring or
- (22) rewind spring including using any spring force,
- (23) using double spinning motor including driver's button drawn on releasing and
- (24) wheel bracket including to be locked at switch device turning motor off at back spin,
- (25) supporting springs including for fixing braking motor supporting it on braking movement,
- (26) a frame including for fixing a braking motor on it,
- (27) arm including motor fixed with an arm at its end to frame letting motor move at specific position,
- (28) connection including any operative connection and installation, and/or
- (29) composition including any material of making and necessary parts.

*Referring to the specification by page 6 line 20-27, page 7 line 1, drawing FIG. 11-12 and reference paragraph [0057]:*

Claim 2, including:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts brake motor, its axis fixing between center and rim of a round wheel, rotating at wheel summit pushing on pedal part to brake, braking locked by lock device of motor to bracket arm of wheel, brake released by driver's button and rewind spring or using double spinning motor, of round wheel structure Duo-A.

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Means and function:

Basis of “round wheel structure Duo-A for/of detectable automatic braking device: as key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed for/in motor-vehicle/transportation detecting/sensing free on traveling way, once obstruction being detected, sensor(s)/radar(s) or detectable device(s) turns on brake motor whose axis is fixed between center and rim part of a round wheel rotating wheel at its summit spin pushing on pedal part to brake to halt transportation running, where braking is locked by motor lock device to wheel bracket arm or to locking holes on inner wheel, after motor is turned off by switch, brake is to be released unlocking lock device by driver’s button contact and motor rewind spring at back spin or using double spinning motor including one spin to brake and the other spin to release by driver’s button rotating motor wheel to an off switch, motor is fixed between two supporting springs and holds an arm moving at specific position in the frame.”

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Elements, function and steps, including:

- (1) round wheel structure Duo-A,
- (2) example type as round wheel structure:
- (3) sensor(s)/radar(s) or detectable device(s),
- (4) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/motor,
- (5) sensor(s)/radar(s) or detectable device(s) including for detecting a distance on traveling way,
- (6) sensor(s)/radar(s) or detectable device(s) including for detecting/sensing an obstacle and switching braking motor on,
- (7) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),
- (8) round wheel including as object rotating to press on pedal,
- (9) motor axis including fixed between center and rim part of a round wheel,

- (10) motor wheel including rotating at its summit pushing on pedal part to brake,
- (11) pedal or automatic braking pedal,
- (12) braking including locked by motor lock device to wheel bracket arm,
- (13) bracket arm including for locking by lock device,
- (14) lock device including for locking to maintain braking,
- (15) switch including for turning motor turned off prior to locking,
- (16) brake releasing including automatic releasing brake of mini-motor,
- (17) driver's button releasing including drawing to unlock lock device to rotate motor at back spin,
- (18) motor rewind spring including for rewinding motor at back spin,
- (19) rewind spring including using any spring force,
- (20) brake including to be released by driver's button and rewind spring at back spin, or
- (21) using double spinning motor,
- (22) using double spinning motor including one spin to brake and the other spin to release by driver's button rotating motor wheel to switch off/using button,
- (23) an off-switch including for turning motor off or using switch button instead,
- (24) supporting springs including for fixing braking motor supporting it on braking movement,
- (25) a frame including for fixing a braking motor on it,
- (26) arm including motor fixed with an arm at its end to frame letting motor move at specific position,
- (27) connection including any operative connection and installation, and/or
- (28) composition including any material of making and necessary parts.

*Referring to the specification by page 7 line 2-10, drawing FIG. 13-14 and reference paragraph [0058]:*

Claim 2, including:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts brake motor, its

axis fixing between center and rim of a round wheel, rotating at wheel summit pushing on pedal part to brake, braking locked by lock devices of motor to its inner wheel, brake released by driver's contact and spring force, of round wheel structure Duo-a.

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Means and function:

Basis of "round wheel structure Duo-a for/of detectable automatic braking device: as key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed for/in motor-vehicle/transportation detecting/sensing free on traveling way, once obstruction being detected, sensor(s)/radar(s) or detectable device(s) turns on brake motor whose axis is fixed between center and rim part of a round wheel rotating wheel at its summit spin pushing on pedal part to brake, where braking is locked by motor lock device to locking holes on first/second line of two holes each of inner wheel depending motor off spin during braking after motor is turned off by switch, brake is to be released by driver's button on rotating releasing and spring force including a ball bearing with pin is fixed firmly at the surface edge of round wheel where a spring is fixed from pin to a moving ball of motor frame pulling the wheel at right position to unlock the brake, single spin motor is equipped in a frame with springs to support its movement."

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Elements, function and steps, including:

- (1) round wheel structure Duo-a,
- (2) example type as round wheel structure:
- (3) sensor(s)/radar(s) or detectable device(s),
- (4) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/motor,
- (5) sensor(s)/radar(s) or detectable device(s) including for detecting a distance on traveling way,
- (6) sensor(s)/radar(s)/detecting device(s) including for detecting/sensing an obstacle and switching brake motor on,



- (7) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),
- (8) round wheel including as object rotating to press on pedal,
- (9) motor axis fixing between center and rim part of a round wheel,
- (10) motor wheel including rotating at its summit pushing on pedal part to brake,
- (11) pedal or automatic braking pedal,
- (12) braking including locked by motor lock device to locking holes on first/second line of two holes each of inner wheel depending motor off spin,
- (13) lock device including for locking to maintain braking,
- (14) inner wheel including having first/second line of two holes each,
- (15) switch including for turning motor turned off prior to locking,
- (16) driver's button releasing including drawing to unlock lock device to rotate motor at back spin,
- (17) spring force including for springing back releasing,
- (18) brake releasing including automatic releasing brake of mini-motor,
- (19) brake including to be released by driver's button on rotating releasing and spring force,
- (20) spring including for drawing back at position,
- (21) ball bearing including for facilitating its pin at movement,
- (22) moving ball including for holding spring at movement,
- (23) spring force including a ball bearing with pin fixed firmly at the surface edge of round wheel where a spring fixed from pin to a moving ball of motor frame pulling the wheel at right position to unlock the brake,
- (24) a frame including for fixing a braking motor on it,
- (25) supporting springs including for fixing braking motor supporting it on braking movement,
- (26) a frame including for equipping single spin motor on it,
- (27) connection including any operative connection and installation, and/or
- (28) composition including any material of making and necessary parts.

*Referring to the specification by page 7 line 11-18, drawing FIG. 15-16 and reference*

*paragraph [0059]:*

Claim 2, including:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts brake motor including its toothed spindle engaging through gear-nut of frame screwing out pressing on pedal part to brake, braking locked by lock device, released by driver's button and slotted spindle spring force or spring linked to frame, of screw & unscrew structure Duo-B.

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Means and function:

Basis of "screw & unscrew structure Duo-B for/of detectable automatic braking device: as key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed for/in motor-vehicle/transportation detecting/sensing free on traveling way, once obstruction being detected, sensor(s)/radar(s) or detectable device(s) turns on brake motor whose toothed spindle engages through outlet gear-nut of spring supporting frame screwing out pressing on pedal part or automatic brake pedal to brake to halt transportation running, where braking is locked by lock device after motor is turned off by switch, brake is to be released by driver's button and spring force including spindle slotted into spring before inserting to gear-nut or motor ending spring being linked to frame. If double rotating motor is used, driver's contact is to release and a switch may be added letting back spinning motor off."

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Elements, function and steps, including:

- (1) screw & unscrew structure Duo-B,
- (2) example type as screw & unscrew structure:
- (3) sensor(s)/radar(s) or detectable device(s),
- (4) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/motor,
- (5) sensor(s)/radar(s) or detectable device(s) including for detecting a distance on traveling

way,

(6) sensor(s)/radar(s) or detectable device(s) including for detecting/sensing an obstacle and switching braking motor/unit on,

(7) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),

(8) braking motor with a toothed spindle including for applying brake,

(9) gear-nut of spring supporting frame including for holding motor letting spindle moving through it,

(10) brake motor toothed spindle engaging through outlet gear-nut of spring supporting frame,

(11) pedal or automatic brake pedal including for braking use,

(12) brake motor toothed spindle screwing out through frame outlet gear-nut pressing on pedal part to brake,

(13) lock device including for locking to maintain braking,

(14) switch including for turning motor turned off prior to locking,

(15) braking including locked by lock device of frame to motor end part,

(16) brake releasing including automatic releasing brake of mini-motor,

(17) driver's button releasing including drawing to unlock lock device and spring force,

(18) spring force including spindle slotted into spring before inserting to gear-nut or

(19) spring force including motor ending spring linked to frame or

(20) double rotating motor if used including one spin to brake, the other spin to release,

(21) driver's contact including to release double rotating motor or with a switch for turning motor off,

(22) connection including any operative connection and installation, and/or

(23) composition including any material of making and necessary parts.

*Referring to the specification by page 7 line 19-27, drawing FIG. 17-18 and reference paragraph [0060]:*

Claim 2, including:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts brake motor, its axis engaging a tube outlet of frame with grooved end part rotated by a gear of motor, moving axis pressing on pedal part to brake, braking locked by lock device, released by driver's button and spring, of axis-gear structure Duo-C.

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Means and function:

Basis of "axis-gear structure Duo-C for/of detectable automatic braking device: as key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed for/in motor-vehicle/transportation detecting/sensing free on traveling way, once obstruction being detected, sensor(s)/radar(s) or detectable device(s) turns on brake motor, an axis with grooved end part held by a roller rotated by a gear of motor through a frame tube outlet pressing on pedal part to brake to halt transportation running, where braking is locked by lock device after motor is turned off by switch, brake is to be released unlocking lock device by driver's button and spring force including motor rewind spring, spring linked at end axis to the frame or rewind spring of automatic brake pedal, if we use double revolving motor, releasing is by driver's contact and switch is for turning motor off at back spin, motor is installed between supporting springs of frame."

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Elements, function and steps, including:

- (1) axis-gear structure Duo-C,
- (2) example type as axis-gear structure:
- (3) sensor(s)/radar(s) or detectable device(s),
- (4) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/motor,
- (5) sensor(s)/radar(s) or detectable device(s) including for detecting a distance on traveling way,
- (6) sensor(s)/radar(s) or detectable device(s) including for detecting/sensing an obstacle and

switching braking motor on,

- (7) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),
- (8) axis with grooved end part including for braking to press on pedal,
- (9) axis with grooved end part rotated by a gear of motor held by a roller through a frame tube outlet pressing on pedal part to brake,
- (10) pedal or automatic braking pedal,
- (11) braking including locked by lock device of frame to axis,
- (12) lock device including for locking to maintain braking,
- (13) switch including for turning motor turned off prior to locking,
- (14) driver's button releasing including drawing to unlock lock device,
- (15) brake including to be released by driver's button and spring force,
- (16) spring force including motor rewind spring for rewinding motor back, or
- (17) spring force including spring linking at end axis to the frame or
- (18) spring force including rewind spring of automatic brake pedal or
- (19) double rotating motor if used including one spin to brake, the other spin to release,
- (20) driver's contact including to release brake on double rotating motor at back spin, or with a switch for turning motor off,
- (21) supporting spring including spring(s) for fixing braking motor supporting it on braking movement,
- (22) connection including any operative connection and installation, and/or
- (23) composition including any material of making and necessary parts.

*Referring to the specification by page 8 line 1-9, drawing FIG. 19-20 and reference paragraph [0061]:*

Claim 2, including:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts brake motor, an axis fixing between center and rim of a round wheel with connecting rod, pressing to an extra

outlet built from brake original booster/master cylinder to brake, braking locked by lock device and released by driver's button using revert spring force at back spin, of extra outlet structure Duo-D.

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Means and function:

Basis of "extra outlet structure Duo-D for/of detectable automatic braking device: as key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed for/in motor-vehicle/transportation detecting/sensing free on traveling way, once obstruction being detected, sensor(s)/radar(s) or detectable device(s) turns on brake motor with a round wheel, a connecting rod kit: its head part is housed a ball bearing with a pin fixed between center and rim of a round wheel, connecting rod kit end part is linked pin and rollers with rod of an extra brake outlet built from original booster/master cylinder, for braking to move forward to halt transportation running, braking is locked to connecting rod arm by lock device of frame after motor is turned off by switch, brake is to be released by driver's button drawing unlock lock device under revert spring force of brake outlet rod or driver's button is used for a right & left spinning motor fixed with support spring."

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Elements, function and steps, including:

- (1) extra outlet structure Duo-D,
- (2) example type as extra outlet structure:
- (3) sensor(s)/radar(s) or detectable device(s),
- (4) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/motor,
- (5) sensor(s)/radar(s) or detectable device(s) including for detecting a distance on traveling way,
- (6) sensor(s)/radar(s) or detectable device(s) including for detecting/sensing an obstacle and switching braking motor on,
- (7) braking motor/unit including having feature for applying brake by itself reacted by

sensor(s)/radar(s)/detectable device(s),

- (8) round wheel including fixed with motor axis,
- (9) a connecting rod kit including its head part housed a ball bearing with a pin fixed between center and rim of a round wheel,
- (10) a connecting rod kit including linked pin and rollers with rod of an extra brake outlet built from original booster/master cylinder,
- (11) extra brake outlet rod moved by connecting rod kit for braking,
- (12) motor including rotating round wheel of connecting rod kit for braking,
- (13) pedal or automatic braking pedal,
- (14) braking including locked to connecting rod arm by lock device of frame,
- (15) lock device including for locking to maintain braking,
- (16) switch including for turning motor turned off prior to locking,
- (17) driver's button releasing including drawing to unlock lock device,
- (18) brake including to be released by driver's button and spring force,
- (19) spring force including under brake outlet rod revert spring force, or
- (20) spring force including motor rewind spring at motor back spin,
- (21) double rotating motor if used including one spin to brake, the other spin to release,
- (22) driver's contact including to release brake on double rotating motor at back spin,
- (23) supporting spring including for fixing braking motor supporting on braking movement,
- (24) connection including any operative connection and installation, and/or
- (25) composition including any material of making and necessary parts.

*Referring to the specification by page 8 line 10-17, drawing FIG. 21-22 and reference paragraph [0062]:*

Claim 2, including:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts oscillator moving the frame, pushing an extra outlet with hose, with a connecting rod kit in air releasing spring unit placing with ball bearing centered to a wheel, pressing to a rubber cover wheel

manufactured as a part of double pulley rotated by car engine to brake, braking locked by lock device, released by driver's contact, of moving frame structure Duo-E.

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Means and function:

Basis of "moving frame structure Duo-E for/of detectable automatic braking device: as key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed for/in motor-vehicle/transportation detecting/sensing free on traveling way, once obstruction being detected, sensor(s)/radar(s) or detectable device(s) turns on oscillator to move forward or backward a complete unit on which head part of a connecting rod kit in air releasing spring unit is linked roller pin to an extra brake outlet rod aside, the end part of connecting rod kit is fixed a pin roller to center and rim part of a round wheel centered to ball bearing moving in/on the rail of frame, the round wheel will move to connect (to brake) pressing to a rubber covered/outer wheel manufactured as a part of double pulley rotated by vehicle/transportation engine for braking replacing a motor to halt transportation running, where braking is locked by lock device and brake releasing is to be unlocked to disconnect (to release) round wheel from engine wheel by driver's contact, using fluid hose for moving adaptation."

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Elements, function and steps, including:

- (1) moving frame structure Duo-E,
- (2) example type as moving frame structure:
- (3) sensor(s)/radar(s) or detectable device(s),
- (4) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/motor,
- (5) sensor(s)/radar(s) or detectable device(s) including for detecting/sensing a distance on traveling way,
- (6) sensor(s)/radar(s) or detectable device(s) including detecting an obstacle and operating oscillator to move a complete unit on bearing,
- (7) braking motor/unit including having feature for applying brake by itself reacted by



sensor(s)/radar(s)/detectable device(s),

(8) oscillator,

(9) extra brake outlet rod including for braking use,

(10) roller pin including for holding two parts on spin,

(11) ball bearing including for holding two parts on spin,

(12) a complete unit on which head part of a connecting rod kit in air releasing spring unit linked roller pin to an extra brake outlet rod aside,

(13) the end part of connecting rod kit fixed a pin roller to center and rim part of a round wheel centered to ball bearing moving in/on the rail of frame,

(14) the round wheel moving to connect (to brake) pressing to a rubber covered/outer wheel manufactured as a part of double pulley rotated by vehicle/transportation engine for braking,

(15) a connecting rod kit in air releasing spring unit for moving forward on braking or backward on releasing,

(16) extra brake outlet rod including linking roller pin with a connecting rod kit in air releasing spring unit,

(17) lock device including for locking to maintain braking,

(18) braking including locked by lock device, to be unlocked releasing by driver's contact,

(19) driver's button releasing including drawing to unlock lock device and to disconnect (to release) round wheel from engine wheel and spring force,

(20) hose including for fluid use,

(21) using fluid hose including for moving adaptation,

(22) connection including any operative connection and installation, and/or

(23) composition including any material of making and necessary parts.

*Referring to the specification by page 8 line 18-24, drawing FIG. 23-24 and reference paragraph [0063]:*

Claim 2, including:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts motor to drive a

rectangular bracket pressing on pedal part to brake, braking locked by lock device, released by driver's button and spring force, of bracket drive structure Duo-F.

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Means and function:

Basis of "bracket drive structure Duo-F for/of detectable automatic braking device: as key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed for/in motor-vehicle/transportation detecting/sensing free on traveling way, once obstruction being detected, sensor(s)/radar(s) or detectable device(s) turns the support spring motor on driving its rectangular bracket between two springs for linking both ends of motor frame and bar with a pin moving in its frame cavity that bar outer part presses against pedal part or automatic brake pedal to brake, where braking is locked by lock device after motor is turned off by switch and spring force releases reacted by driver's button."

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Elements, function and steps, including:

- (1) bracket drive structure Duo-F,
- (2) example type as bracket drive structure:
- (3) sensor(s)/radar(s) or detectable device(s),
- (4) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/motor,
- (5) sensor(s)/radar(s) or detectable device(s) including for detecting/sensing a distance on traveling way,
- (6) sensor(s)/radar(s) or detectable device(s) including for detecting an obstacle and switching braking motor on,
- (7) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),
- (8) rectangular bracket including fixed with motor axis for driving to apply brake,
- (9) springs including for springing back at position,
- (10) pedal or automatic braking pedal,

- (11) braking motor driving its rectangular bracket between two springs for linking both ends of a motor frame and bar with a pin moving in its frame cavity that bar outer part pressing against pedal part or automatic brake pedal to brake,
- (12) a frame with cavity including for letting pin of bar moving in it,
- (13) bar with a pin including for holding in frame on movement,
- (14) support springs including springs for fixing braking motor supporting it on braking movement,
- (15) switch including for turning motor turned off prior to locking,
- (16) lock device including for locking to maintain braking,
- (17) braking including bar locked by lock device of frame,
- (18) driver's button releasing including drawing to unlock lock device and spring force,
- (19) spring force including for releasing reacted by driver's button,
- (20) connection including any operative connection and installation, and/or
- (21) composition including any material of making and necessary parts.

*Referring to the specification by page 8 line 25-27, page 9 line 1-3, drawing FIG. 25-26 and reference paragraph [0064]:*

Claim 2, including:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts motor to rotate its bar pressing on pedal part to brake, inner wheel locked by lock device inside motor during braking, released by driver's button and rewind spring, of direct spin structure Duo-G.

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Means and function:

Basis of "direct spin structure Duo-G for/of detectable automatic braking device: as key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed for/in motor-vehicle/transportation detecting/sensing free on traveling way, once obstruction being detected, sensor(s)/radar(s) or detectable device(s) turns spring supporting motor on

rotating its bar pressing on pedal part or automatic brake pedal to brake, inner wheel is locked by lock device inside motor during braking after motor is turned off by switch, where brake is to be released by driver's button and motor rewind spring, if a double rotating motor is used at back spin and released by contact or with an off-switch."

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Elements, function and steps, including:

- (1) direct spin structure Duo-G,
- (2) example type as direct spin structure:
- (3) sensor(s)/radar(s) or detectable device(s),
- (4) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/motor,
- (5) sensor(s)/radar(s) or detectable device(s) including for detecting/sensing a distance on traveling way,
- (6) sensor(s)/radar(s) or detectable device(s) including for detecting/sensing an obstacle and switching braking motor on,
- (7) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),
- (8) bar including for fixing with motor axis,
- (9) pedal or automatic braking pedal,
- (10) motor bar including rotating by motor pressing on pedal or automatic brake pedal to brake,
- (11) support springs including for fixing braking motor supporting it on braking movement,
- (12) switch including for turning motor turned off prior to locking,
- (13) lock device including for locking to wheel,
- (14) inner wheel including for locking by lock device,
- (15) inner wheel inside motor including for locking by lock device during braking,
- (16) driver's button releasing including drawing to unlock lock device,
- (17) motor rewind spring including for rewinding motor at back spin,
- (18) brake including to be released by driver's button and motor rewind spring, or

- (19) double rotating motor including one spin to brake, the other spin to release,
- (20) double rotating motor if used at back spin and released by contact or with an off-switch,
- (21) connection including any operative connection and installation, and/or
- (22) composition including any material of making and necessary parts.

*Referring to the specification by page 9 line 4-9, drawing FIG. 27-28 and reference paragraph [0065]:*

Claim 2, including:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts motor to rotate its oval wheel pressing on pedal part to brake, wheel locked by lock device, released by driver's button and rewind spring, of oval wheel structure Duo-H.

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Means and function:

Basis of "oval wheel structure Duo-H for/of detectable automatic braking device: as key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed for/in motor-vehicle/transportation detecting/sensing free on traveling way, once obstruction being detected, sensor(s)/radar(s) or detectable device(s) turns the spring supporting motor on rotating its oval wheel pressing on pedal or automatic brake pedal to brake, the wheel has a bracket arm to blockade itself at motor iron bar, wheel is locked by lock device during braking after motor is turned off by switch, driver's button is drawn to release with rewind spring force, if a double rotating motor is used at back spin and released by contact or with an off-switch."

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Elements, function and steps, including:

- (1) oval wheel structure Duo-H,
- (2) example type as oval wheel structure:

- (3) sensor(s)/radar(s) or detectable device(s),
- (4) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/motor,
- (5) sensor(s)/radar(s) or detectable device(s) including for detecting/sensing a distance on traveling way,
- (6) sensor(s)/radar(s) or detectable device(s) including for detecting an obstacle and switching braking motor on,
- (7) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),
- (8) oval wheel including fixed with motor axis,
- (9) pedal or automatic braking pedal,
- (10) motor including rotating its oval wheel pressing on pedal or automatic brake pedal to brake,
- (11) support springs including for fixing braking motor supporting it on braking movement,
- (12) switch including for turning motor turned off prior to locking,
- (13) bracket arm including for blocking to bar,
- (14) iron bar including for blocking to bracket arm,
- (15) lock device including for locking to maintain braking,
- (16) the wheel including having a bracket arm to blockade itself at motor iron bar and wheel locked by lock device during braking,
- (17) driver's button releasing including drawing to unlock lock device,
- (18) motor rewind spring including for rewinding motor at back spin,
- (19) brake including to be released by driver's button and motor rewind spring or
- (20) double rotating motor including one spin to brake, the other spin to release,
- (21) double rotating motor used at back spin with an off-switch, released by contact,
- (22) connection including any operative connection and installation, and/or
- (23) composition including any material of making and necessary parts.

*Referring to the specification by page 9 line 10-16, drawing FIG. 29-30 and reference paragraph [0066]:*

Claim 2, including:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts motor to rotate its hexagonal wheel pressing on pedal part to brake, inner wheel locked by lock device inside motor during braking, released by driver's button and rewind spring, of hexagonal wheel structure Duo-I.

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Means and function:

Basis of "hexagonal wheel structure Duo-I for/of detectable automatic braking device: as key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed for/in motor-vehicle/transportation detecting/sensing free on traveling way, once obstruction being detected, sensor(s)/radar(s) or detectable device(s) turns the spring supporting motor on rotating its hexagonal wheel pressing on pedal part or automatic brake pedal to brake, the wheel has a bracket arm to blockade itself at motor iron bar, inner wheel is locked by lock device inside motor during braking after motor is turned off by switch, driver's button is drawn to release with rewind spring force, if a double rotating motor is used at back spin and released by contact or with an off-switch."

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Elements, function and steps, including:

- (1) hexagonal wheel structure Duo-I,
- (2) example type as hexagonal wheel structure:
- (3) sensor(s)/radar(s) or detectable device(s),
- (4) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/motor,
- (5) sensor(s)/radar(s) or detectable device(s) including for detecting/sensing a distance on traveling way,
- (6) sensor(s)/radar(s) or detectable device(s) including for detecting an obstacle and switching braking motor on,

- (7) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),
- (8) hexagonal wheel including fixed with motor axis,
- (9) pedal or automatic braking pedal,
- (10) motor rotating its hexagonal wheel pressing on pedal or automatic brake pedal to brake,
- (11) support springs including for fixing braking motor supporting it on braking movement,
- (12) switch including for turning motor turned off prior to locking,
- (13) bracket arm including for blocking to bar,
- (14) iron bar including for blocking to bracket arm,
- (15) lock device including for locking to maintain braking,
- (16) inner wheel including for locking by lock device,
- (17) the wheel including having a bracket arm to blockade itself at motor iron bar and inner wheel locked by lock device during braking,
- (18) driver's button releasing including drawing to unlock lock device and spring force,
- (19) motor rewind spring including for rewinding motor at back spin,
- (20) double rotating motor including one spin to brake, the other spin to release,
- (21) double rotating motor at back spin including for releasing by contact or with an off-switch,
- (22) connection including any operative connection and installation, and/or
- (23) composition including any material of making and necessary parts.

*Referring to the specification by page 10 line 1-4 and reference paragraph [0069]:*

Claim 2, including:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts both functioning of motor braking and pressing button standby of mini-motor which will rotate to draw lock device resulting from earlier pressing action releasing the brake automatically just after radar(s) detecting free, of automatic releasing process.



*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Means and function:

Basis of "automatic releasing process for releasing the brake for/of Detectable automatic braking system: as once sensor(s)/radar(s) or detectable device(s) is connected wire/wireless and installed for/in transportation detecting/ sensing an obstruction on traveling way and reacting both operating of motor braking and pressing switch-button on/standby of mini-motor which will rotate to draw by cable/any unlock lock device resulting from earlier pressing action to release the brake unit automatically just after radar(s) detects free."

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Elements, function and steps, including:

- (1) automatic releasing process,
- (2) example type of automatic releasing process:
- (3) sensor(s)/radar(s) or detectable device(s),
- (4) sensor(s)/radar(s) or detectable device(s) including for detecting/sensing a distance on traveling way,
- (5) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/motor,
- (6) sensor(s)/radar(s) or detectable device(s) including detecting/sensing an obstacle and switching on both operating of motor braking and pressing button on/standby of mini-motor,
- (7) mini-motor including for rotating to draw lock device resulting from earlier pressing action releasing the brake automatically just after radar(s) detecting free,
- (8) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),
- (9) button of mini-motor including electric button to turn motor on/off,
- (10) mini-motor including for drawing to unlock lock device,
- (11) lock-device including for locking to maintain braking,
- (12) connection including any operative connection and installation, and/or
- (13) composition including any material of making and necessary parts.

*Referring to the specification by page 9 line 20-26, drawing FIG. 9, 20, 38 and reference paragraph [0068]:*

Claim 2, including:

Detectable automatic braking system referring to claim 2, wherein brake motor be fixed between supporting springs, appropriate motor rotating at a speed to brake a car fast enough to stop its running, if using motor spinning at both sides: one side to brake and the other side to release at low speed replacing spring force, in which switch turning brake motor off prior to braking and locking, lock including pushing a bracket over edge point of a bar/rod under spring force be blockade in device and releasing by cable drawing opposite side of rod, of lock device.

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Means and function:

Basis/bases of “lock device and useful parts for/of Detectable automatic braking system: as brake motor is fixed with/between supporting springs, appropriate motor is used to rotate at a speed to brake a vehicle fast enough to stop its running, if using a motor spins at both sides: one side to brake and the other side to release at low speed replacing spring force which is used for releasing the brake to initial position after braking in which electric motor/braking unit is used for rotating a braking object to apply brake against pedal. Lock device is installed for locking firmly the brake or its relating part to maintain braking during which automatic braking is operating just after a switch or similar operation/device turns brake motor off, lock device: as it has a bar/rod under spring force for pushing it over edge point of an opposite bracket of locking part being blocked in it as locking and one end of rod is linked a cable/rod to be released by drawing.”

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Elements, function and steps, including:

- (1) lock device and useful parts,
- (2) example type of lock device and useful parts:

- (3) brake motor including for rotating to apply brake,
- (4) supporting springs including for fixing braking motor supporting it on braking movement,
- (5) brake motor including fixed between supporting springs,
- (6) appropriate motor including for rotating at appropriate speed,
- (7) appropriate motor used rotating to brake at a speed efficiently fast to halt transportation/ motor-vehicle running,
- (8) motor spinning at both sides including motor rotating at right and left sides,
- (9) if motor spinning at both sides including one spin to brake and the other to release at low speed replacing spring force,
- (10) spring force including used for releasing the brake to initial position after braking,
- (11) switch including for turning brake motor off prior to braking,
- (12) lock device including for locking to maintain braking,
- (13) lock device including having a bar/rod under spring force for pushing it over edge point of an opposite bracket of locking part being blocked in it as locking,
- (14) lock device including end of rod linked to a cable/rod to be released by drawing,
- (15) connection including any operative connection and installation, and/or
- (16) composition including any material of making and necessary parts.

*Referring to the specification by page 11 line 6-11, drawing FIG. 42 and reference paragraph [0074]:*

Claim 2, including:

Detectable automatic braking system referring to claim 2, wherein automatic water switch equipped to be connected by raining water between electric wires to turn on second sensor in the front of car for detecting at a longer distance to earlier stop car running on wet, drying water by wind to extinguish the function of second sensor/radar after raining over, of automatic water switch.

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Means and function:

Basis of “automatic water switch for stopping transportation on wet sooner for/of Detectable automatic braking system: as automatic water switch is installed for/in transportation/motor-vehicle to be connected by raining water as in an open box/container between electric wires of second front sensor/radar of longer distance detection and those of automatic braking unit for earlier stopping motor-vehicle running on wet against obstacle on traveling way when it rains to turn sensor/radar on in which the plastic box/container has a level outlet let water flow down, the wind will blow drying water to extinguish the function of sensor/radar after raining is over.”

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Elements, function and steps, including:

- (1) automatic water switch,
- (2) example type of automatic water switch:
- (3) an open box/container of automatic water switch including having a level outlet including where electric wires to be conducted by raining water,
- (4) electric wires including for conducting (second) front sensor/radar and automatic braking unit,
- (5) a level outlet of the plastic box/container including for letting water flow down in full,
- (6) the wind will blow drying water to extinguish the function of radar after raining is over,
- (7) (second) front sensor/radar including for detecting/sensing at longer distance on traveling way,
- (8) (second) front sensor/radar including connected operating with braking unit/motor,
- (9) automatic braking unit including for applying brake by itself reacted by such sensor/radar detecting/sensing an obstacle,
- (10) connection including any operative connection and installation, and/or
- (11) composition including any material of making and necessary parts.

*Referring to the specification by page 11 line 20-25 and reference paragraph [0076]:*

Claim 2, including:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, the third sensor/radar automatically reacts both motor braking and mini-motor drawing to unlock lock device to brake and to release while radar(s) detecting free to lower car speed safely at a longer distance, or using a second braking unit without lock for third sensor/radar, in which a revert timer be installed to switch off third sensor/radar for certain minutes letting cars approach closer during heavy traffic, of automatic lower speed system.

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Means and function:

Basis of "automatic lower speed system/device for lowering motor vehicle speed for/of Detectable automatic braking system: as once obstruction being detected on traveling way, (third) sensor/radar is connected wire/wireless and installed for/in motor-vehicle/transportation to react automatically both turning motor on braking and pressing switch-button of mini-motor on the way of releasing then drawing to unlock lock device during which sensor(s)/radar(s) detects free to lower motor-vehicle speed safely at the longest distance, or a second braking unit without lock is used for third sensor/radar operation, where a revert timer is installed to switch third sensor/radar off for certain minutes/any letting vehicles approach closer during heavy traffic."

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Elements, function and steps, including:

- (1) automatic lower speed system,
- (2) example type of automatic lower speed system:
- (3) sensor(s)/radar(s) or detectable device(s),
- (4) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/motor,
- (5) (third) sensor(s)/radar(s) or detectable device(s) including for detecting at the longest distance on traveling way,
- (6) (third) sensor(s)/radar(s) or detectable device(s) including for detecting an obstacle and

- switching motor/unit on braking to lower motor vehicle speed safely,
- (7) (third) sensor(s)/radar(s) or detectable device(s) including for detecting an obstacle and pressing switch-button of mini-motor on the way of releasing,
- (8) mini-motor including for drawing to unlock lock device releasing brake during which sensor(s)/radar(s) detecting free,
- (9) a second braking unit without lock,
- (10) a second braking unit without lock including for interacting with third sensor/radar,
- (11) a revert timer including for turning third sensor/radar off,
- (12) a revert timer including for switching third sensor/radar off for certain time letting motor-vehicles approach closer during heavy traffic,
- (13) connection including any operative connection and installation, and/or
- (14) composition including any material of making and necessary parts.

*Referring to the specification by page 11 line 1-5, drawing FIG. 32, 34 and reference paragraph [0073]:*

Claim 2, including:

Detectable automatic braking system referring to claim 2, wherein color signal sonorous lamp or recorded message being "on" showing to driver while entire braking system being "off", driver may switch off the entire system by a driver's contact when necessary or driver finding impossible to balance his car on ice-covered road if braking operating, in which installing a thermostat to disconnect color signal sonorous lamp in winter snow, of automatic safety system.

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Means and function:

Basis of "automatic safety system for verifying the automatic braking system in operation for/of Detectable automatic braking system: as color signal sonorous lamp device or recorded message recorder for/in motor-vehicle/transportation is connected being "on" sounding/speaking to driver while entire braking system is connected being "off", driver may

switch off the entire system by a driver's contact when necessary or driver finds impossible to balance one's motor-vehicle on ice-covered road if braking operating, or a thermostat is as well installed to disconnect color signal sonorous lamp/message recorder in winter snow instead."

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Elements, function and steps, including:

- (1) automatic safety system,
- (2) example type of automatic safety system:
- (3) color signal sonorous lamp device or recorded message recorder,
- (4) color signal sonorous lamp device or recorded message recorder including connected for sounding/speaking to driver,
- (5) entire detectable automatic braking system including connected among them,
- (6) color signal sonorous device or recorded message recorder being "on" showing to driver while entire braking system being "off",
- (7) contact for driver including connected for switching the entire system off when necessary,
- (8) thermostat including connected for reacting to operate by temperature of climate,
- (9) a thermostat including for disconnecting color signal sonorous lamp device/message recorder in winter snow,
- (10) connection including any operative connection and installation, and/or
- (11) composition including any material of making and necessary parts.

*Referring to the specification by page 13 line 1-6, and reference paragraph [0080]:*

Claim 2, including:

Detectable automatic braking system referring to claim 1 & 2 and Automatic stop lamp system, Detectable-automatic (alarm) systems in claim 3 wherein the original elements, composition, function, structures, process of making, contents, illustrations, installation, of the invention in these documents, any other structures, modifications, replacement of parts assembling to make up the same systems or to perform similar devices referring to their

original fundamentals to the same effect and combining the invention with any other devices or systems using other names are in the scope of the protection of the invention, the invention be used everywhere.

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Means and function:

Basis of “detectable automatic braking system/device, automatic stop lamp system, detectable automatic (alarm) systems and any of the disclosed invention in these documents: including the original elements, composition, function, structures, process of making, contents, illustrations, installation, of the invention in these documents, any other structures, modification, replacement of parts assembling to make up the same system(s)/device(s) or to perform similar device(s) referring to their original fundamentals to the same effect and/or combining the invention with any device or system using any name is/are in the scope of the protection of the invention, the invention be used everywhere.”

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Elements, function and steps, including:

- (1) the original elements of the invention in these documents covering:
- (2) the original elements of the invention including the invention device(s), system(s), item(s),
- (3) the original elements of the invention including the invention made and carried out in any way,
- (4) the original elements of the invention including putting the written invention into practice of safe manner in use,
- (5) the original elements of the invention including the original idea based on which the invention(s) being created,
- (6) the original elements of the invention including the written invention(s) protected based on the invented basis/bases including any other different structure(s) which reproducible by any specialist/one in the field from the elements of the original structure(s) of the invention,
- (7) the original elements of the invention including the written invention(s) protected based on the invented basis/bases including any other different structure(s) of making which



reproducible by any specialist/one in the field from the elements of example type(s) written in the invention,

(8) the original elements of the invention including the written invention(s) protected based on the invented basis/bases including any other different structure(s) of making which reproducible by any specialist/one in the field based on the unique idea of the disclosure of the invention,

(9) the original elements of the invention including the written invention(s) protected based on the invented basis/bases including any reproduction of the invention having the same/ similar effect by using any name, naming, wording, language, form and/or anything,

(10) the original elements of the invention including the invented origin reserving its original right to receive any new technology/technique adaptable in use with/to the invention device(s) having the same/ similar outcome under the scope of the protection of the invention,

(11) the original elements of the invention including selling/offering for sale the invention item(s) in part(s)/whole unit,

(12) the original elements of the invention including a part/parts/the whole and/or anything of the invention,

(13) the original elements of the invention including adding any additional part/unit to the invention device(s),

(14) the original elements of the invention including reducing any part/part(s) from the invention device(s),

(15) the original elements of the invention including since the basis/bases of “detectable automatic braking device with any of the disclosed invention” disclosed, it covering any electrical, technical, mechanical methods and/or anything constructed for making up any operative device(s) of the invention including a part/parts/the whole under the scope of the protection of the invention,

(16) composition of the invention including any material of making, any energy of operating, necessary parts, anything for constructing an operative device of the invention,

(17) function of the invention including operating the invention separately,

(18) function of the invention including operating the invention in combination,

(19) function of the invention including operating the invention in its logical order,

- (20) function of the invention including every function/operation of the invention in any way,
- (21) function of the invention including operating the invention in transportation on traveling way,
- (22) structures of the invention including constructing any operative device having the same/similar outcome based on its invented basis/bases beyond/among those created structures,
- (23) structures of the invention written as example types so the disclosed basis/bases covering any operative structure(s) of making the same/similar invention device(s) including a part, parts and/or the whole,
- (24) structures of the invention including any extension in size and anything of the invention,
- (25) process of making including any method and process of making for constructing any operative item(s) of the disclosed invention,
- (26) contents of the invention document including the disclosed and written contents being in the role of features based on which the invention device(s) being constructed,
- (27) contents of the invention including any part as needed to construct the operative invention device(s),
- (28) illustrations of the invention including materializing the illustration(s)/drawing(s) of the invention(s) into practice,
- (29) installation of the invention including any electrical, technical & mechanical methods installed for making up the operative device(s),
- (30) installation of the invention including any connection as wire/wireless, electrical/electronic field,
- (31) any other structures including any structure for making up any operative device based on the invented basis/bases of the invention including a part/the whole,
- (32) modification of the invention including any modification of the invention including a part/parts/the whole,
- (33) replacement of parts including any replacement of part(s)/process/anything assembled to make up the same systems or to perform similar devices referring to their original fundamentals operating to the same effect,

- (34) the original fundamentals of the invention including any operative method in electrical, technical & mechanical fields constructed for making up any operative device(s) based on the invented fundamentals of the invention including a part/the whole,
- (35) the original fundamentals of the invention including the said invention to be written and claimed describing in any wording, language, naming, form and/or any under the scope of the protection of the invention,
- (36) combining the invention with any device using any name,
- (37) combining the invention with any system using any name,
- (38) combining the invention with any other device/system including microprocessor in use,
- (39) combining the invention with any other device/system including processor in use,
- (40) combining the invention with any other device/system including programmer in use,
- (41) combining the invention with any other device/system including computer-PC in use,
- (42) combining the invention with any other device/system including operating the invention with/under satellite network,
- (43) combining the invention with any device/system including new technology in use,
- (44) combining the invention with any device/system including new technique in use,
- (45) combining the invention with any other device/system including anything,
- (46) combining the invention with any device/system including new technique/technology in part(s) or in whole operating to the same/similar effect of the invented basis/bases,
- (47) combining the invention with anything including in production, using, selling, offering for sale and/or any of the invention device(s) under any name(s),
- (48) the scope of the protection of the invention including any acting violating the interest of the invention(s) under lawful protection,
- (49) the scope of the protection of the invention including equipment/instrument carried by driver/user operating the invention in transportation on traveling way,
- (50) the scope of the protection of the invention including the invention item(s) being protected anything in its links both in singular unit/plural quantities, with one/more, a unit/group of them, a group/a unit among them, regardless being written in one,
- (51) the scope of the protection of the invention including wording(s) of the written invention being protected in both singular and plural forms of its meaning regardless being written in

one (singular/plural) form,

(52) the scope of the protection of the invention including covering any descriptive language to describe the process of making the operative invention(s), regardless being written in any grammatical tense,

(53) the scope of the protection of the invention including the invented basis/bases reserving its original right to correct/improve any error, defect, malfunction and/or anything if existing in the written contents and/or drawings for making the operative device(s) of the invention(s),

(54) the scope of the protection of the invention including anything made by simplification of certain part(s) in/of the invention device(s),

(55) the scope of the protection of the invention including anything made of manifold functions of/in any of the invention device(s),

(56) the scope of the protection of the invention including anything made/used having the same/similar result of the invention device(s),

(57) the invention used including specific use of the invention(s),

(58) the invention used including extra use of the invention(s),

(59) the invention used including particular using of certain item(s) disclosed, and/or

(60) the invention used everywhere including the invention used in any field, anywhere as desirable.”

*Referring to the specification by page 12 line 23-28, drawing FIG. 43 and reference paragraph [0079]:*

### Claim 3

What I claim as my invention is: Automatic stop lamp system for traffic light including:

Extra lamp(s) equipped for traffic light at a position to focus its beam at lighting zone limit on red to stop cars advancing on red that its beam has capacity to react function of Detectable automatic braking system on sensor(s)/radar(s) of front cars,

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Means and function:

Basis of “automatic stop lamp device for traffic light safe system: as extra lamp(s)/bulb(s) is equipped connecting to traffic light at a position to focus its beam at lighting zone limit on red to stop motor-vehicles advancing that its beam from higher-level/any has capability to react operation of detectable automatic braking device of sensor(s)/radar(s) of such front motor-vehicles.”

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Elements, function and steps, including:

- (1) automatic stop lamp system/device,
- (2) example type of automatic stop lamp system:
- (3) extra lamp(s)/bulb(s) including for equipping/connecting wire/wireless to traffic light, or
- (4) extra lamp(s)/bulb(s) including for equipping/connecting wire/wireless in area nearby in operation,
- (5) lamp beam having capability to react sensor(s)/radar(s) of front motor-vehicles approaching,
- (6) extra lamp(s)/bulb(s) including installed at a position to focus its beam at sensor(s)/radar(s) of such front motor-vehicles to react operation of their detectable automatic braking devices,
- (7) extra lamp(s)/bulb(s) including installed to focus its beam at lighting zone limit to stop motor-vehicles advancing on red,
- (8) connection including any operative connection and installation, and/or
- (9) composition including any material of making and necessary parts.

*Referring to the specification by page 11 line 26, page 12 line 1-2 and reference paragraph [0077]:*

Claim 3, including:

and Detectable automatic alarm system using for all kinds of motor and engine vehicles, automobiles, cars, trucks, buses, vans, trains, motorcycles, airplanes, ships...

including:

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Means and function:

Basis of “detectable automatic alarm device/system for safely driving: as detectable automatic alarm device is connected wire/wireless and installed for using in/on any kind of engine/motor vehicle, automobile, car, truck, bus, van, train, motorcycle, airplane, ship and/or any other.”

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Elements, function and steps, including:

- (1) Detectable automatic alarm system/device,
- (2) example type of detectable automatic alarm system/device:
- (3) detectable automatic alarm device including connected equipping in/for any kind of motor vehicle,
- (4) detectable automatic alarm device including connected equipping in/for any kind of engine vehicle,
- (5) detectable automatic alarm device including connected equipping in/for any kind of automobile,
- (6) detectable automatic alarm device including connected equipping in/for any kind of car,
- (7) detectable automatic alarm device including connected equipping in/for any kind of truck,
- (8) detectable automatic alarm device including connected equipping in/for any kind of bus,
- (9) detectable automatic alarm device including connected equipping in/for any kind of van,
- (10) detectable automatic alarm device including connected equipping in/for any kind of train,
- (11) detectable automatic alarm device including connected equipping in/for any kind of motorcycle,
- (12) detectable automatic alarm device including connected equipping in/for any kind of airplane,
- (13) detectable automatic alarm device including connected equipping in/for any kind of ship,
- (14) detectable automatic alarm device including connected equipping in/for any other(s),

- (15) connection including any operative connection and installation, and/or
- (16) composition including any material of making and necessary parts.

*Referring to the specification by page 12 line 7-10 and reference paragraph [0077]:*

Claim 3, including:

Small sensor(s)/radar(s) or detectable devices equipping at both sides of a car to sound sonorous alarm or recorded message to driver, indicator showing color signal lamp: right or left side be detected once running cars extremely approaching each other,

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Means and function:

Basis of “detectable automatic alarm device/system for safely driving: as small sensors/radars or detectable devices are equipped at both sides of a motor-vehicle/transportation connecting device to sound sonorous alarm or speak recorded message to driver and indicator shows color signal lamp: right or left side is detected on traveling way once running motor-vehicles extremely approach each other.”

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Elements, function and steps, including:

- (1) detectable automatic alarm device/system,
- (2) example type of detectable automatic alarm system:
- (3) sensors/radars or detectable devices,
- (4) sensors/radars or detectable devices including installed at both sides of a motor-vehicle/transportation for detecting/sensing on traveling way,
- (5) sensors/radars or detectable devices including connected accordingly to sonorous alarm/recorded message device,
- (6) sensors/radars or detectable devices including detecting the approached vehicle/obstacle and turning sonorous alarm/recorded message device on,
- (7) device of sonorous alarm or recorded message including reacted by sensor(s)/radar(s) to

sound/speak to driver,

(8) indicator showing color signal lamp,

(9) color signal lamps shown on indicator including right or left side detected by sensor(s)/ radar(s),

(10) connection including any operative connection and installation, and/or

(11) composition including any material of making and necessary parts.

*Referring to the specification by page 12 line 3-6 and reference paragraph [0077]:*

Claim 3, including:

and extra sensors/radars or detectable devices equipping on right & left mirrors of cars for back detecting during turning, sonorous (signal) alarm or voice sounding to driver (on indicator) if rear car being detected by radar at a distance while signal lamp being on.

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Means and function:

Basis of “detectable automatic alarm device/system for safely driving: as extra sensors/radars or detectable devices are connected accordingly wire/wireless and equipped on/for right & left mirror sides of motor-vehicle/transportation for as back detecting on traveling way, a sensor/radar is switched on by signal lamp switch during turning connecting sonorous signal alarm/voice device to sound/speak to driver shown on indicator if (rear) vehicle is detected by a sensor/radar at a distance while signal turning lamp is on.”

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Elements, function and steps, including:

(1) detectable automatic alarm system,

(2) example type of detectable automatic alarm system:

(3) sensors/radars or detectable devices,

(4) sensors/radars or detectable devices including connected accordingly wire/wireless and equipped on/for right & left mirror sides of motor-vehicle/transportation,



- (5) a sensor/radar or detectable device including switched on by signal lamp switch on traveling way during turning,
- (6) sensor/radar or detectable device of mirror side of motor-vehicle/transportation including for as back detecting during turning,
- (7) a sensor/radar or detectable device including switching the device on sounding/speaking to driver if (rear) vehicle detected at a distance while signal turning lamp on,
- (8) sensors/radars or detectable devices including connected sonorous (signal) alarm/voice recorded device,
- (9) sonorous (signal) alarm device sounding or voice recorded device speaking including to driver shown on indicator,
- (10) connection including any operative connection and installation, and/or
- (11) composition including any material of making and necessary parts.

(H) Grounds of rejection to be reviewed on appeal page(s): 9 pages.

## DETAILED ACTION

### 1. Claim rejections - 35 USC 112:

The specification shall conclude with one or more claims particularly pointing out and distinctly claiming the subject matter which the applicant regards as his invention.

2. Claims 1-3 are rejected as failing to define the invention in the manner required by 35 USC 112, second paragraph. The structure which goes to make up the device must be clearly and positively specified. The structure must be organized and correlated in such a manner as to present a complete operative device. The claim(s) must be in one sentence form only.

Claim 1: appellant presents in this section a concise statement the subject matter defined in each claim involved in the appeal as required by 37 CFR 41.37 (c)(1)(vi) concerning the ground of rejection for review:

- Appellant states that the subject matter of operative device of the applicant's invention is: basis of "Detectable automatic braking device/system for stopping traffic accident including having feature of applying brake by itself to halt transportation running reacted by motor-vehicle/transportation sensor/radar/detecting device which detecting/sensing a physical property/an obstacle at/in its detecting zone on traveling way, detectable automatic braking device/system for stopping traffic accident is used equipping for/in any transportation including engine vehicle, motor vehicle, automobile, car, truck, bus, van, train, tank, motorcycle, airplane, ship and/or other(s), including sensor(s)/radar(s) or detectable device(s) connected wire/wireless and equipped as in the front (top) part of motor vehicle and/or as at its rear (top) part for detecting/sensing at a distance on traveling way, once obstruction being detected, sensor(s)/radar(s) switching braking unit on to brake the motor vehicle automatically to stop its running, and a (third) radar/sensor connected wire/wireless equipping as in the front part of motor vehicle to detect/sense connecting device to sound sonorous alarm or to speak recorded message to

driver at the earliest among other radars once obstruction detected by this radar/sensor so that driver being able to lower motor vehicle speed to avert automatic braking, of automatic voice sound.”

#### Claim 1

What I claim as my invention is : Detectable automatic braking system used for all kinds of motor and engine vehicles, automobiles, cars, trucks, buses, vans, trains, tanks, motorcycles, airplanes, ships..., including:

sensor(s)/radar(s) or detectable devices equipping in the front (top) of vehicle and at its rear (top) part for detecting at a distance between two vehicles or obstruction, radar(s) sending information to switch braking unit on to brake the car automatically to stop its running once obstruction being detected,

and a (third) radar/sensor equipping in the front of car to detect to sound sonorous alarm or recorded message to driver at the earliest among other radars once obstruction detected by this radar, driver lowering car speed to avert automatic braking, of automatic voice sound.

Claim 2: appellant presents in this section a concise statement the subject matter defined in each claim involved in the appeal as required by 37 CFR 41.37 (c)(1)(vi) concerning the ground of rejection for review:

- Appellant states that the subject matter which is regarded as the applicant's invention is: basis of “Detectable automatic braking device/system for stopping traffic accident, including having feature of applying brake by itself to halt transportation running reacted by motor-vehicle/transportation sensor/radar/detecting device which detecting/sensing a physical property/an obstacle at/in its detecting zone on traveling way, detectable automatic braking device/system for stopping traffic accident is used equipping for/in any transportation including motor vehicle, engine vehicle, automobile, car, truck, bus, van, train, tank, motorcycle, airplane, ship and/or other(s), and sensor(s)/radar(s)/detectable device(s) used having capability to detect/sense, respond against obstacle and react to braking unit to perform automatic braking on traveling way”, including

basis of “braking by pressing or pulling function and essential parts”,  
 equipping one example type(s) of automatic braking units/any for operating, including:  
 basis of “triangle wheel structure of automatic braking unit”,  
 basis of “triangle wheel structure Duo of automatic braking unit”,  
 basis of “triangle wheel structure Du of automatic braking unit”,  
 basis of “round wheel structure Duo-A of automatic braking unit”,  
 basis of “round wheel structure Duo-a of automatic braking unit”,  
 basis of “screw & unscrew structure Duo-B of automatic braking unit”,  
 basis of “axis-gear structure Duo-C of automatic braking unit”,  
 basis of “extra outlet structure Duo-D of automatic braking unit”,  
 basis of “moving frame structure Duo-E of automatic braking unit”,  
 basis of “bracket drive structure Duo-F of automatic braking unit”,  
 basis of “direct spin structure Duo-G of automatic braking unit”,  
 basis of “oval wheel structure Duo-H of automatic braking unit”, or  
 basis of “hexagonal wheel structure Duo-I of automatic braking unit”, interacting with  
 basis of “automatic releasing process for releasing the brake”,  
 basis of “lock device to maintain braking”,  
 basis of “automatic water switch for stopping transportation on wet sooner”,  
 basis of “automatic lower speed system for lowering motor vehicle speed”,  
 basis of “automatic safety system for verifying automatic braking system in operation”,  
 basis of “detectable automatic braking system/device, disclosed invention under protection”,  
 basis of “automatic stop lamp device for traffic light safe system”, and  
 basis of “detectable automatic alarm device/system for safely driving.”

An example type of operative detectable automatic braking device is written as below:

basis of “extra outlet structure Duo-D for/of detectable automatic braking device: as key to  
 start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed for/in  
 motor-vehicle/transportation detecting/sensing free on traveling way, once obstruction being  
 detected, sensor(s)/radar(s) or detectable device(s) turns on brake motor with a round wheel, a  
 connecting rod kit: its head part is housed a ball bearing with a pin fixed between center and  
 rim of a round wheel, connecting rod kit end part is linked pin and rollers with rod of an extra

brake outlet built from original booster/master cylinder, for braking to move forward to halt transportation running, braking is locked to connecting rod arm by lock device of frame after motor is turned off by switch, brake is to be released by driver's button drawing unlock lock device under revert spring force of brake outlet rod or driver's button is used for a right & left spinning motor fixed with support spring."

## Claim 2

What I claim as my invention is : Detectable automatic braking system is for equipping in all kinds of motor & engine vehicles, automobiles, cars, trucks, buses, vans, trains, motorcycles, tanks, airplanes, ships..., sensor(s)/radar(s) or detectable devices using to detect and to respond by detected result to braking unit to perform automatic braking action, including:

braking by pressing or pulling function, new pedals, rubber boot, safety covers, braking positions against extra brake outlets, automatic braking pedals for proper automatic braking use without causing movement of vehicle pedal shown, using their main parts wherein or movement of any other equipments, instruments having braking effect including using movement of force by motor, by air, by wind, by spring, by energy, of air hydraulic/oxygen (unit), of air/liquid pump, of cylinder as nut & piston as bolt with induction coils..., braking objects including wheels, spindle, axis, rod, oscillator moving frame, bracket drive and any other objects with same effect, using sensors or any other wire/wireless detectable devices including radars, infrared (detector) lenses, detectors, electronic eyes, lighting sensors, motion sensor detectors, sensor video cameras..., having heating effect against snow, accessories,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting the braking motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, braking locked by iron switches of motor to its inner triangle wheel, brake released by switch device and spring force, of triangle wheel structure,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting the braking motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to

brake, braking locked by lock device of motor to bracket arm of triangle wheel, brake released by driver's button and spring force, of triangle wheel structure Duo,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting the braking motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, braking locked by lock device of motor to bracket arm of wheel, brake released by driver's button and rewind spring or using double spinning motor, of triangle wheel structure Du,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting the brake motor, its axis fixing between center and rim of a round wheel, rotating at wheel summit pushing on pedal part to brake, braking locked by lock device of motor to bracket arm of wheel, brake released by driver's button and rewind spring or using double spinning motor, of round wheel structure Duo-A,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting the brake motor, its axis fixing between center and rim of a round wheel, rotating at wheel summit pushing on pedal part to brake, braking locked by lock devices of motor to its inner wheel, brake released by driver's contact and spring force, of round wheel structure Duo-a,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting the brake motor including its toothed spindle engaging through gear-nut of frame screwing out pressing on pedal part to brake, braking locked by lock device, released by driver's button and slotted spindle spring force or spring linked to frame, of screw & unscrew structure Duo-B,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting the brake motor, its axis engaging a tube outlet of frame with grooved end part rotated by a gear of motor, moving axis pressing on pedal part to brake, braking locked by lock device, released by driver's button and spring, of axis-gear structure Duo-C,

detectable automatic braking system referring to claim 2, wherein once obstruction

being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting the brake motor, an axis fixing between center and rim of a round wheel with connecting rod, pressing to an extra outlet built from brake original booster/master cylinder to brake, braking locked by lock device and released by driver's button using revert spring force at back spin, of extra outlet structure Duo-D,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting oscillator moving the frame, pushing an extra outlet with hose, with a connecting rod kit in air releasing spring unit placing with ball bearing centered to a wheel, pressing to a rubber cover wheel manufactured as a part of double pulley rotated by car engine to brake, braking locked by lock device, released by driver's contact, of moving frame structure Duo-E,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting motor to drive a rectangular bracket pressing on pedal part to brake, braking locked by lock device, released by driver's button and spring force, of bracket drive structure Duo-F,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting the motor to rotate its bar pressing on pedal part to brake, inner wheel locked by lock device inside motor during braking, released by driver's button and rewind spring of direct spin structure Duo-G,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting motor to rotate its oval wheel pressing on pedal part to brake, wheel locked by lock device, released by driver's button and rewind spring, of oval wheel structure Duo-H, and/or

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting the motor to rotate its hexagonal wheel pressing on pedal part to brake, inner wheel locked by lock device inside motor during braking, released by driver's button and rewind spring, of hexagonal wheel structure Duo-I,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting both

functioning of motor braking and pressing button standby/on of mini-motor which rotating to draw lock device resulting from earlier pressing action releasing the brake automatically just after radar(s) detecting free, of automatic releasing process,

detectable automatic braking system referring to claim 2, wherein brake motor be fixed between supporting springs, appropriate motor rotating at a speed to brake a car fast enough to stop its running, if using motor spinning at both sides: one side to brake and the other side to release at low speed replacing spring force, in which switch turning brake motor off prior to braking and locking, lock including pushing a bracket over edge point of a bar/rod under spring force be blockade in device and releasing by cable drawing opposite side of rod, of lock device,

detectable automatic braking system referring to claim 2, wherein automatic water switch equipped to be connected by raining water between electric wires to turn on second sensor in the front of car for detecting at a longer distance to earlier stop car running on wet, drying water by wind to extinguish the function of second sensor/radar after raining over, of automatic water switch,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, the third sensor/radar automatically reacting both motor braking and mini-motor drawing to unlock lock device to brake and to release while radar(s) detecting free to lower car speed safely at a longer distance, or using a second braking unit without lock for third sensor/radar, in which a revert timer be installed to switch off third sensor/radar for certain minutes letting cars approach closer during heavy traffic, of automatic lower speed system,

detectable automatic braking system referring to claim 2, wherein color signal sonorous lamp or recorded message being "on" showing to driver while entire braking system being "off", driver being able to switch off the entire system by a driver's contact when necessary or driver finding impossible to balance his car on ice-covered road if braking operating, in which installing a thermostat to disconnect color signal sonorous lamp in winter snow, of automatic safety system,

detectable automatic braking system referring to claim 1 & 2 and Automatic stop lamp system, Detectable automatic (alarm) systems in claim 3 wherein covering the original



elements, composition, function, structures, process of making, contents, illustrations, installation, of the invention in these documents, any other structures, modifications, replacement of parts assembling to make up the same systems or to perform similar devices referring to their original fundamentals to the same effect and combining the invention with any other devices or systems using other names being in the scope of the protection of the invention, the invention be used everywhere.

Claim 3: appellant presents in this section a concise statement the subject matter defined in each claim involved in the appeal as required by 37 CFR 41.37 (c)(1)(vi) concerning the ground of rejection for review:

- Appellant states that the subject matter which is regarded as the applicant's invention is: basis of "automatic stop lamp device for traffic light safe system for stopping transportation on red in zone limit: as extra lamp(s)/bulb(s) is equipped connecting to traffic light at a position to focus its beam at lighting zone limit on red to stop motor-vehicles advancing that its beam of higher level/any having capability to react operation of detectable automatic braking device of sensor(s)/radar(s) of such front motor-vehicles", and basis of "detectable automatic alarm system for sounding driver used equipping for/in any kind of transportation including motor vehicle, engine vehicle, automobile, car, truck, bus, van, train, motorcycle, airplane, ship and/or any other, including small sensors/radars or detectable devices equipped at both sides of a motor-vehicle/ transportation detecting/sensing extremely approached vehicle on traveling way, and sensors/radars or detectable devices equipped on/for right & left mirror sides of motor-vehicle/ transportation for as back detecting on traveling way during turning."

### Claim 3

What I claim as my invention is : Automatic stop lamp system for traffic light including:

extra lamp(s) equipped for traffic light at a position to focus its beam at lighting zone limit on red to stop cars advancing on red that its beam having capacity to react function of detectable automatic braking system on sensor(s)/radar(s) of front cars,

and Detectable automatic alarm system using for all kinds of motor and engine vehicles, automobiles, cars, trucks, buses, vans, trains, motorcycles, airplanes, ships.., including:

small sensor(s)/radar(s) or detectable devices equipping at both sides of a car to sound sonorous alarm or recorded message to driver, indicator showing color signal lamp including right or left side be detected once running cars extremely approaching each other,

and extra sensors/radars or detectable devices equipping on right & left mirrors of cars for back detecting during turning, sonorous (signal) alarm or voice sounding to driver (on indicator) if rear car being detected by radar at a distance while signal lamp being on.

3. Note: the use of “etc” is prohibited, claims should not refer to figures nor should they depend from themselves.

- Appellant's claims 1-3 in which words including “etc” and “figures” were removed as instructed.

4. This action is made final..

5. Any inquiry concerning this communication or earlier communications from the examiner should be directed to Robert A. Siconolfi whose telephone number is 571-272-7124..

(I) Argument page(s): 55 pages.

## DETAILED ACTION

### 1. Claim rejections - 35 USC 112:

The specification shall conclude with one or more claims particularly pointing out and distinctly claiming the subject matter which the applicant regards as his invention.

2. Claims 1-3 are rejected as failing to define the invention in the manner required by 35 USC 112, second paragraph. The structure which goes to make up the device must be clearly and positively specified. The structure must be organized and correlated in such a manner as to present a complete operative device. The claim(s) must be in one sentence form only.

Claim 1: appellant presents in this section an argument under a separate heading of the subject matter defined in each claim involved in the appeal as required by 37 CFR 41.37 (c)(1)(vii) as: referring to document data of the invention of

- INPI Patent Application no. 07/01466 filing date February 02, 2007 France,
  - UKIPO Patent Application no. GB 0801564.6 a division of Application no. 0713096.6 filing date June 12, 2007 United Kingdom,
  - The continuation of US Patent Application no. 11/982774 filing date November 5, 2007,
  - International Patent Application no. PCT/US2008/003116 filing date March 10, 2008, and
- appellant states that the operative device of the applicant's invention is:

basis of "Detectable automatic braking device/system for stopping traffic accident including having feature of applying brake by itself to halt transportation running reacted by motor-vehicle/transportation sensor/radar/detecting device which detecting/sensing a physical property/an obstruction at/in its detecting zone on traveling way, detectable automatic braking device/ system for stopping traffic accident is used equipping for/in any transportation including motor vehicle, engine vehicle, automobile, car, truck, bus, van, train, tank, motorcycle, airplane, ship and/or other(s), including: sensor(s)/radar(s) or detectable device(s) connected wire/wireless and equipped as in the front

(top) part of motor vehicle and/or as at its rear (top) part for detecting/sensing at a distance on traveling way, once obstruction being detected, sensor(s)/radar(s) switching braking unit on to brake the motor vehicle automatically to stop its running, and  
 a (third) radar/sensor connected wire/wireless equipping as in the front part of motor vehicle to detect/sense connecting device to sound sonorous alarm or to speak recorded message to driver at the earliest among other radars once obstruction detected by this radar/sensor so that driver lowering motor vehicle speed to avert automatic braking, of automatic voice sound”,

*Referring to the specification by page 2 line 3-5, page 12 line 11-16, drawing by FIG. 31-32, reference paragraph [0007], [0078], and page 5 line 6-13, drawing by FIG. 31, reference paragraph [0052]:*

#### Claim 1

What I claim as my invention is : Detectable automatic braking system used for all kinds of motor and engine vehicles, automobiles, cars, trucks, buses, vans, trains, tanks, motorcycles, airplanes, ships..., including:

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of “Detectable automatic braking device/system including has feature for applying brake by itself to halt motor-vehicle running on traveling way for stopping traffic accident whenever it receives the detected result or sensed signal of its front and/or rear sensor(s)/radar(s)/operative device(s) of motor-vehicle/transportation connected wire/wireless detecting/sensing a physical property or an obstruction in detecting zone, such device/system is used equipping for/in any kind of transportation including engine vehicle, motor vehicle, automobile, car, truck, bus, van, train, tank, motorcycle, airplane, ship and/or any other.”

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: elements, function and steps, including:

- (1) Detectable automatic braking system:
- (2) example type of detectable automatic braking device/system installation:
- (3) detectable automatic braking system/device including any operative device having capability of applying brake by itself reacted by sensor(s)/radar(s) or detectable device(s) detecting/sensing an obstacle,
- (4) detectable automatic braking system/device including one(s) of the example types as Triangle wheel, Duo, Du, Duo-A to Duo-I, any operative one in use,
- (5) detectable automatic braking system including used equipping for any engine vehicle,
- (6) detectable automatic braking system including used equipping for any kind of motor-vehicle,
- (7) detectable automatic braking system including used equipping for any kind of automobile,
- (8) detectable automatic braking system including used equipping for any kind of car,
- (9) detectable automatic braking system including used equipping for any kind of truck,
- (10) detectable automatic braking system including used equipping for any kind of bus,
- (11) detectable automatic braking system including used equipping for any kind of van,
- (12) detectable automatic braking system including used equipping for any kind of train,
- (13) detectable automatic braking system including used equipping for any kind of tank,
- (14) detectable automatic braking system including used equipping for any kind of motorcycle,
- (15) detectable automatic braking system including used equipping for any kind of airplane,
- (16) detectable automatic braking system including used equipping for any kind of ship,
- (17) detectable automatic braking system including used equipping for any other(s),
- (18) connection including any operative connection and installation, and/or
- (19) composition including any material of making and necessary parts.

*Referring to the specification by page 5 line 6-13, drawing FIG. 31 and reference paragraph [0052]:*

Claim 1, including:

Sensor(s)/radar(s) or detectable devices equipping in the front (top) of vehicle and at

its rear (top) part for detecting at a distance between two vehicles or obstruction, radar(s) sending information to switch braking unit on to brake the car automatically to stop its running once obstruction being detected,

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of “sensor(s)/radar(s) or detectable device(s) is connected wire/wireless and equipped including in the front (top) part of motor-vehicle turned on by key contact for front detecting/sensing at a distance on traveling way, rear sensor(s)/radar(s) is connected wire/wireless and equipped including at motor-vehicle rear (top) part through backing lamp switch switched on during backing for rear detecting/sensing at a distance on backing way, sensor(s)/radar(s) is connected to switch braking unit on to apply brake automatically to stop the motor-vehicle running whenever it detects/senses a physical property or an obstruction in its detecting zone.”

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: elements, function and steps, including:

- (1) radar(s)/sensor(s)/or detectable device(s),
- (2) example type of installation of detectable device(s):
- (3) radar(s)/sensor(s) including connected wire/wireless and equipped in front part of motor-vehicle,
- (4) front radar(s)/sensor(s) of motor-vehicle including for front detecting/sensing at a distance on traveling way,
- (5) front radar(s)/sensor(s) of motor-vehicle including having facility to avert direct lighting flashing on it,
- (6) sensor(s)/radar(s) or detectable device(s) including for detecting/sensing and responding by the detected result or sensed signal against a physical property or an obstruction,
- (7) radar(s)/sensor(s) equipped on/for motor-vehicle/transportation including detecting/sensing vehicle/obstruction and reacting,
- (8) radar(s)/sensor(s) including reacting against obstruction to switch the braking motor/unit

- on to brake motor-vehicle automatically to stop motor-vehicle running,
- (9) radar(s)/sensor(s) including connected electrically to braking motor/unit,
  - (10) braking motor including for applying brake reacted/switched by radar(s)/sensor(s),
  - (11) radar(s)/sensor(s) including for equipping at/in rear part of motor-vehicle/transportation,
  - (12) rear radar(s)/sensor(s) of motor-vehicle including connected wire/wireless and equipped for rear detecting/sensing at a distance during braking operation,
  - (13) rear radar(s)/sensor(s) including connected operating with backing light switch,
  - (14) rear radar(s)/sensor(s) including detecting/sensing at near distance only if driver backing one's motor-vehicle,
  - (15) automatic braking unit including one(s) of the example types as Triangle wheel, Duo, Du, Duo-A to Duo-I, any operative one in use,
  - (16) connection including any operative connection and installation, and/or
  - (17) composition including any material of making and necessary parts.

*Referring to the specification by page 11 line 16-19 and reference paragraph [0075]:*

Claim 1, including:

and a (third) radar/sensor equipping in the front of car to detect to sound sonorous alarm or recorded message to driver at the earliest among other radars once obstruction detected by this radar, driver lowering car speed to avert automatic braking, of automatic voice sound.

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of "a (third) radar/sensor is connected wire/wireless and equipped including in the front part of motor-vehicle turned on by key contact for detecting/sensing on traveling way, radar/sensor is connected its device/recorder to sound/speak sonorous signal lamp or recorded message to driver whenever it detects/senses a physical property or an obstruction at the longest distance so that driver may lower speed of motor-vehicle before automatic braking operates, of automatic voice sound."

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: elements, function and steps, including:

- (1) extra radar/sensor of automatic voice sounding device,
- (2) example type of automatic voice sounding device:
- (3) a (third) radar/sensor including connected wire/wireless and equipped in the front part of motor vehicle,
- (4) front extra radar(s)/sensor(s) of motor-vehicle including for front detecting/sensing at the longest distance on traveling way,
- (5) a (third) radar/sensor among other radars including for detecting/sensing an obstruction and turning its device on sounding to driver,
- (6) a (third) radar/sensor including connected to sonorous alarm/recorded message device,
- (7) sonorous alarm/signal lamp device or voice recorder including for sounding/speaking to driver,
- (8) driver including lowering motor-vehicle speed before automatic braking operating,
- (9) connection including any operative connection and installation, and/or
- (10) composition including any material of making and necessary parts.

Claim 2: appellant presents in this section an argument under a separate heading of the subject matter defined in each claim involved in the appeal as required by 37 CFR 41.37 (c)(1)(vii) as: referring to document data of the invention of

- INPI Patent Application no. 07/01466 filing date February 02, 2007 France,
  - UKIPO Patent Application no. GB 0801564.6 a division of Application no. 0713096.6 filing date June 12, 2007 United Kingdom,
  - The continuation of US Patent Application no. 11/982774 filing date November 5, 2007,
  - International Patent Application no. PCT/US2008/003116 filing date March 10, 2008, and
- appellant states that the subject matter of the operative device of the applicant's invention is: basis of "Detectable automatic braking device/system for stopping traffic accident including having feature of applying brake by itself to halt transportation running reacted by sensor/radar/detecting device of/in transportation upon detecting/sensing a physical property/an obstruction at/in its detecting zone on traveling way, detectable automatic braking device/



system for stopping traffic accident is used equipping for/in any transportation including motor vehicle, engine vehicle, automobile, car, truck, bus, van, train, tank, motorcycle, airplane, ship and/or other(s), and sensor(s)/radar(s)/detectable device(s) used having capability to detect/sense, respond against obstacle and react to braking unit to perform automatic braking on traveling way”, including

basis of “braking by pressing or pulling function and essential parts”,

equipping one example type(s) of automatic braking units/any for operating, including:

basis of “triangle wheel structure of automatic braking unit”,

basis of “triangle wheel structure Duo of automatic braking unit”,

basis of “triangle wheel structure Du of automatic braking unit”,

basis of “round wheel structure Duo-A of automatic braking unit”,

basis of “round wheel structure Duo-a of automatic braking unit”,

basis of “screw & unscrew structure Duo-B of automatic braking unit”,

basis of “axis-gear structure Duo-C of automatic braking unit”,

basis of “extra outlet structure Duo-D of automatic braking unit”,

basis of “moving frame structure Duo-E of automatic braking unit”,

basis of “bracket drive structure Duo-F of automatic braking unit”,

basis of “direct spin structure Duo-G of automatic braking unit”,

basis of “oval wheel structure Duo-H of automatic braking unit”, or

basis of “hexagonal wheel structure Duo-I of automatic braking unit”, interacting with

basis of “automatic releasing process for releasing the brake”,

basis of “lock device to maintain braking”,

basis of “automatic water switch for stopping transportation on wet sooner”,

basis of “automatic lower speed system for lowering motor vehicle speed”,

basis of “automatic safety system for verifying automatic braking system in operation”,

basis of “detectable automatic braking system/device, disclosed invention under protection”,

basis of “automatic stop lamp device for traffic light safe system”, and

basis of “detectable automatic alarm device/system for safely driving.”

An example type of operative detectable automatic braking device is written as below:

basis of “extra outlet structure Duo-D for/of detectable automatic braking device: as key to

start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed for/in motor-vehicle/transportation detecting/sensing free on traveling way, once obstruction being detected, sensor(s)/radar(s) or detectable device(s) turns on brake motor with a round wheel, a connecting rod kit: its head part is housed a ball bearing with a pin fixed between center and rim of a round wheel, connecting rod kit end part is linked pin and rollers with rod of an extra brake outlet built from original booster/master cylinder, for braking to move forward to halt transportation running, braking is locked to connecting rod arm by lock device of frame after motor is turned off by switch, brake is to be released by driver's button drawing unlock lock device under revert spring force of brake outlet rod or driver's button is used for a right & left spinning motor fixed with support spring."

*Referring to the specification by page 2 line 3-5, page 12 line 11-22, drawing by FIG. 31-32 and reference paragraph [0007], [0078]:*

## Claim 2

What I claim as my invention is: Detectable automatic braking system equipping in all kinds of motor & engine vehicles, automobiles, cars, trucks, buses, vans, trains, motorcycles, tanks, airplanes, ships..., sensor(s)/radar(s) or detectable devices using to detect and to respond by detected result to braking unit to perform automatic braking action, including:

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of "Detectable automatic braking system is connected wire/wireless and equipped for using in any kind of transportation including motor vehicle, engine vehicle, automobile, car, truck, bus, van, train, motorcycle, tank, airplane, ship and/or any running one in which sensor(s)/radar(s) or detectable device(s) is used having capability to detect/sense and to respond by detected result reacting to braking unit to perform automatic braking action."

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: elements, function and steps, including:

- (1) detectable automatic braking system/device:
- (2) any device/system of the same/similar effect,
- (3) detectable automatic braking system/device including connected wire/wireless and equipped for using in any kind of transportation for stopping traffic accident on traveling way,
- (4) detectable automatic braking system/device including for equipping in motor vehicle,
- (5) detectable automatic braking system/device including for equipping in engine vehicle,
- (6) detectable automatic braking system/device including for equipping in automobile,
- (7) detectable automatic braking system/device including for equipping in car,
- (8) detectable automatic braking system/device including for equipping in truck,
- (9) detectable automatic braking system/device including for equipping in bus,
- (10) detectable automatic braking system/device including for equipping in van,
- (11) detectable automatic braking system/device including for equipping in train,
- (12) detectable automatic braking system/device including for equipping in motorcycle,
- (13) detectable automatic braking system/device including for equipping in tank,
- (14) detectable automatic braking system/device including for equipping in airplane,
- (15) detectable automatic braking system/device including for equipping in ship,
- (16) detectable automatic braking system/device including for equipping in operative one,
- (17) sensor(s)/radar(s) including any operative device(s),
- (18) sensor(s)/radar(s) or detectable device(s) including used having capability of detecting/sensing/any,
- (19) sensor(s)/radar(s) or detectable device(s) including used having capability of responding and reacting by detected result,
- (20) sensor(s)/radar(s) or detectable device(s) including connected operating with brake unit,
- (21) braking unit including any operative device having capability of applying brake by itself, including one(s) of the example types as Triangle wheel, Duo, Du, Duo-A to Duo-I, any operative one in use,
- (22) sensor(s)/radar(s) or detectable device(s) including reacting/turning braking unit on to perform automatic braking,
- (23) connection including any operative connection and installation, and/or

(24) composition including any material of making and necessary parts.

*Referring to the specification by page 10 line 9-27, drawing by FIG. 35-40 and reference paragraph [0071], [0072]:*

Claim 2, including:

Braking by pressing or pulling function, new pedals, rubber boot, safety covers, braking positions against extra brake outlets, automatic braking pedals for proper automatic braking use without causing movement of vehicle pedal, using their main parts wherein or movement of any other equipments, instruments having braking effect including using movement of force by motor, by air, by wind, by spring, by energy, of air hydraulic/oxygen (unit), of air/liquid pump, of cylinder as nut & piston as bolt with induction coils., braking objects including wheels, spindle, axis, rod, oscillator moving frame, bracket drive and any other objects with same effect, using sensors or any other wire/wireless detectable devices including radars, infrared (detector) lenses, detectors, electronic eyes, lighting sensors, motion sensor detectors, sensor video cameras., having heating effect against snow, accessories.

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of “essential parts operating the invention: braking operation is made by pressing, pulling and/or any operating, new pedal is used for applying brake, rubber boot and/or safety cover is equipped for protection of pedal movement, braking is made by any braking position against extra brake outlet which is particularly made for automatic direct braking use, automatic braking pedal is made for proper automatic braking use without causing movement of vehicle pedal, using their main part(s) wherein, or braking is applied by movement of any other equipment, instrument having braking effect, including using movement of force by motor, by air, by wind, by spring, by energy, of air hydraulic/oxygen (unit), of air/liquid pump, of cylinder as nut & piston as bolt with induction coils and/or any other. Any braking object can be used including wheel, spindle, axis, rod, oscillator moving frame, bracket drive and/or any operative one of that effect. Any useful wire/wireless

detectable device is used having capability to detect/sense, respond and react by its detected/sensed result, including sensor, radar, infrared (detector) lens, detector, electronic eye, lighting sensor, motion sensor detector, sensor video camera and/or any other, having heating effect against snow, any parts.”

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: elements, function and steps, including:

- (1) braking by pressing or pulling function and essential parts,
- (2) example type of essential parts operating the invention:
- (3) braking by pressing or pulling function,
- (4) braking by pressing or pulling function/operation including any usable operation to perform braking including by pressing or pulling effect,
- (5) new pedal including any operative pedal usable for automatic braking use,
- (6) automatic braking pedal for proper automatic braking use without causing the movement of vehicle pedal,
- (7) rubber boot including for protection of pedal movement, or
- (8) safety cover including for protection of pedal movement,
- (9) braking position including any position for performing braking on it,
- (10) extra braking outlet rod from original booster/master cylinder,
- (11) extra braking rod outlet including for using particularly to perform automatic braking,
- (12) braking including used any equipments or instruments having braking effect,
- (13) braking used movement of force including by motor,
- (14) braking used movement of force including by air,
- (15) braking used movement of force including by wind,
- (16) braking used movement of force including by spring,
- (17) braking used movement of force including by energy,
- (18) braking used movement of force of air hydraulic/oxygen (unit),
- (19) braking used movement of force of air/liquid pump,
- (20) braking used movement of force of cylinder as nut & piston as bolt with induction coils,
- (21) braking used movement of force by/of any other,

- (22) braking object including wheel,
- (23) braking object including spindle,
- (24) braking object including axis,
- (25) braking object including rod,
- (26) braking object including oscillator moving frame,
- (27) braking object including bracket drive,
- (28) braking object including any other object with same effect,
- (29) using wire/wireless detectable device as radar,
- (30) using wire/wireless detectable device as sensor,
- (31) using wire/wireless detectable device as infrared (detector) lens,
- (32) using wire/wireless detectable device as detector,
- (33) using wire/wireless detectable device as electronic eye,
- (34) using wire/wireless detectable device as lighting sensor,
- (35) using wire/wireless detectable device as motion detector sensor,
- (36) using wire/wireless detectable device as video camera, or
- (37) wire/wireless detectable device including any device having capability to detect/sense, respond and react by detected/sensed result,
- (38) using wire/wireless detectable device as any operative one,
- (39) detectable device having heating effect against snow,
- (40) connection including any operative connection and installation, and/or
- (41) composition including any material of making and necessary parts.

*Referring to the specification by page 5 line 22-26, page 6 line 1-4 drawing by FIG. 1-2, 32 and reference paragraph [0054]:*

Claim 2, including:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts braking motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, braking locked by iron switches of motor to its inner triangle wheel, brake released by switch

device and spring force of triangle wheel structure.

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of "triangle wheel structure for/of detectable automatic braking device: as key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed for/in motor-vehicle/transportation detecting/sensing free on traveling way, once obstruction being detected, sensor(s)/radar(s) or detectable device(s) switches braking motor on rotating triangle wheel to its edge point pressing at the opposite side of upper pedal/new pedal to brake to halt transportation running and braking is locked by iron switches of inside motor to edge points of its inner triangle wheel or similar locking device at braking position, where motor is turned off prior to locking, where brake is to be released by driver button switching motor on spin and spring force, spring force including a ball bearing with pin is fixed firmly at the surface of wheel nearby its flat part corner where a spring is fixed from pin to a moving ball of motor frame pulling wheel at the right position after each spin so as to unlock the brake. We fix brake motor between two strong springs to support its spin and motor is linked with arm at its end to frame letting motor move at its specific position."

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: elements, function and steps, including:

- (1) triangle wheel structure,
- (2) example type as triangle wheel structure:
- (3) sensor(s)/radar(s) or detectable device(s),
- (4) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/motor,
- (5) sensor(s)/radar(s) or detectable device(s) including for detecting a distance on traveling way,
- (6) sensor(s)/radar(s) or detectable device(s) including for detecting/sensing an obstacle and switching braking motor on,
- (7) braking motor/unit including having feature for applying brake by itself reacted by

sensor(s)/radar(s)/detectable device(s),

(8) triangle wheel including as object rotating to press on pedal,

(9) triangle wheel including fixed with axis of motor,

(10) triangle wheel of motor including rotating to its edge point pressing at the opposite side of upper pedal to brake,

(11) opposite side of upper pedal/pedal or automatic braking pedal,

(12) braking including locked by iron switches of motor to its inner triangle wheel,

(13) iron switches of motor including having function of turning motor off prior to locking,

(14) iron switches of motor including having function of locking effect,

(15) iron switch including any operative one,

(16) inner triangle wheel including any operative one,

(17) switch device,

(18) brake releasing including automatic releasing brake of mini-motor,

(19) brake including to be released by driver button and spring force,

(20) driver button releasing including for switching motor on rotating at the same/opposite spin,

(21) spring force including a ball bearing with pin is fixed firmly at the surface of wheel nearby its flat part corner where a spring is fixed from pin to a moving ball of motor frame pulling wheel at the right position after each spin so as to unlock the brake pedal,

(22) a ball bearing with pin including fixed firmly at the surface of wheel nearby its flat part corner,

(23) a spring including for fixing from pin to a moving ball of motor frame pulling wheel at the releasing position,

(24) any spring force including for reversing wheel spin to initial position so as to unlock the brake,

(25) a frame including for fixing a braking motor on it,

(26) supporting springs including for fixing braking motor supporting it on braking movement,

(27) arm including motor fixed with an arm at its end to frame letting motor move at specific position,



- (28) connection including any operative connection and installation, and/or
- (29) composition including any material of making and necessary parts.

*Referring to the specification by page 6 line 5-11, drawing by FIG. 3-5 and reference paragraph [0055]:*

Claim 2, including:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts braking motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, braking locked by lock device of motor to bracket arm of triangle wheel, brake released by driver's button and spring force, of triangle wheel structure Duo.

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of "triangle wheel structure Duo for/of detectable automatic braking device: as key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed for/in motor-vehicle/transportation detecting/sensing free on traveling way, once obstruction being detected, sensor(s)/radar(s) or detectable device(s) switches braking motor on rotating triangle wheel to its edge point pressing on pedal part to brake to halt transportation running and braking is locked by motor lock device to bracket arm of triangle wheel at braking position after motor is turned off by switch, where brake is to be released by driver's button to unlock wheel rotating wheel to iron bar blocked at wheel bracket and spring force including motor is linked with a spring to pull triangle wheel by its pin rotating a ball bearing for back spin, motor is fixed between two supporting springs ending with an arm to the frame letting motor move at specific position."

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: elements, function and steps, including:

- (1) triangle wheel structure Duo,

- (2) example type as triangle wheel structure:
- (3) sensor(s)/radar(s) or detectable device(s),
- (4) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/motor,
- (5) sensor(s)/radar(s) or detectable device(s) including for detecting a distance on traveling way,
- (6) sensor(s)/radar(s) or detectable device(s) including for detecting/sensing an obstacle and switching braking motor on,
- (7) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),
- (8) triangle wheel including as object rotating to press on pedal,
- (9) triangle wheel including fixed with motor axis,
- (10) triangle wheel of motor including rotating to its edge point pressing at the opposite side of upper pedal to brake,
- (11) braking including switch for turning motor turned off prior to locking,
- (12) lock device including for locking to maintain braking,
- (13) bracket arm including for locking by lock device,
- (14) braking including locked by motor lock device to bracket arm of triangle wheel at braking position,
- (15) pedal or automatic braking pedal,
- (16) driver's button releasing including drawing to unlock lock device to rotate motor at back spin,
- (17) brake including to be released by driver's button and spring force,
- (18) brake releasing including automatic releasing brake of mini-motor,
- (19) brake releasing including wheel rotating to iron bar blocked at wheel bracket,
- (20) iron bar including for blocking to wheel bracket,
- (21) wheel bracket including for blocking to iron bar,
- (22) spring including for drawing back at position,
- (23) ball bearing including for facilitating its pin at movement,
- (24) spring force including motor linked with a spring to pull triangle wheel by its pin rotating

a ball bearing on back spin,

(25) supporting springs including for fixing braking motor supporting it on braking movement,

(26) a frame including for fixing a braking motor on it,

(27) arm including motor fixed with an arm at its end to frame letting motor move at specific position,

(28) connection including any operative connection and installation, and/or

(29) composition including any material of making and necessary parts.

*Referring to the specification by page 6 line 12-19, drawing by FIG. 6-10 and reference paragraph [0056]:*

Claim 2, including:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts braking motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, braking locked by lock device of motor to bracket arm of wheel, brake released by driver's button and rewind spring or using double spinning motor, of triangle wheel structure Du.

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of "triangle wheel structure Du for/of detectable automatic braking device: as key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed for/in motor-vehicle/transportation detecting/sensing free on traveling way, once obstruction being detected, sensor(s)/radar(s) or detectable device(s) switches braking motor on rotating triangle wheel to its edge point pressing on pedal to brake to halt transportation running, braking is locked by motor lock device to wheel bracket arm after motor turned off by switch, where brake is to be released by driver's button drawing to unlock wheel rotating motor back to block wheel arm to motor bar and rewind spring or using double spinning motor, driver's button is drawn on releasing and wheel bracket will be locked at switch device turning motor

off at back spin, motor ending with arm is fixed by two springs in a frame.”

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: elements, function and steps, including:

- (1) triangle wheel structure Du,
- (2) example type as triangle wheel structure:
- (3) sensor(s)/radar(s) or detectable device(s),
- (4) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/motor,
- (5) sensor(s)/radar(s) or detectable device(s) including for detecting a distance on traveling way,
- (6) sensor(s)/radar(s) or detectable device(s) including for detecting/sensing an obstacle and switching braking motor on,
- (7) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),
- (8) triangle wheel including as object rotating to press on pedal to brake,
- (9) triangle wheel including fixed with motor axis,
- (10) triangle wheel of motor including rotating to its edge point pressing at the opposite side of upper pedal to brake,
- (11) pedal or automatic braking pedal,
- (12) braking including switch for turning motor turned off prior to locking,
- (13) braking including locked by motor lock device to bracket arm of triangle wheel during braking,
- (14) lock device including for locking to maintain braking,
- (15) bracket arm including for locking by lock device,
- (16) driver's button for releasing including drawing to unlock lock device to rotate motor back spin and rewind spring, or
- (17) brake releasing including automatic releasing brake of mini-motor,
- (18) wheel arm including for blocking to motor bar,
- (19) motor bar including for blocking to wheel arm,

- (20) motor rewind spring including for rewinding motor at back spin,
- (21) brake including to be released by driver's button drawing to rotate motor back to block wheel arm to motor bar and rewind spring or
- (22) rewind spring including using any spring force,
- (23) using double spinning motor including driver's button drawn on releasing and
- (24) wheel bracket including to be locked at switch device turning motor off at back spin,
- (25) supporting springs including for fixing braking motor supporting it on braking movement,
- (26) a frame including for fixing a braking motor on it,
- (27) arm including motor fixed with an arm at its end to frame letting motor move at specific position,
- (28) connection including any operative connection and installation, and/or
- (29) composition including any material of making and necessary parts.

*Referring to the specification by page 6 line 20-27, page 7 line 1, drawing FIG. 11-12 and reference paragraph [0057]:*

Claim 2, including:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts brake motor, its axis fixing between center and rim of a round wheel, rotating at wheel summit pushing on pedal part to brake, braking locked by lock device of motor to bracket arm of wheel, brake released by driver's button and rewind spring or using double spinning motor, of round wheel structure Duo-A.

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of "round wheel structure Duo-A for/of detectable automatic braking device: as key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed for/in motor-vehicle/transportation detecting/sensing free on traveling way, once obstruction

being detected, sensor(s)/radar(s) or detectable device(s) turns on brake motor whose axis is fixed between center and rim part of a round wheel rotating wheel at its summit spin pushing on pedal part to brake to halt transportation running, where braking is locked by motor lock device to wheel bracket arm or to locking holes on inner wheel, after motor is turned off by switch, brake is to be released unlocking lock device by driver's button contact and motor rewind spring at back spin or using double spinning motor including one spin to brake and the other spin to release by driver's button rotating motor wheel to an off switch, motor is fixed between two supporting springs and holds an arm moving at specific position in the frame."

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: elements, function and steps, including:

- (1) round wheel structure Duo-A,
- (2) example type as round wheel structure:
- (3) sensor(s)/radar(s) or detectable device(s),
- (4) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/ motor,
- (5) sensor(s)/radar(s) or detectable device(s) including for detecting a distance on traveling way,
- (6) sensor(s)/radar(s) or detectable device(s) including for detecting/sensing an obstacle and switching braking motor on,
- (7) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),
- (8) round wheel including as object rotating to press on pedal,
- (9) motor axis including fixed between center and rim part of a round wheel,
- (10) motor wheel including rotating at its summit pushing on pedal part to brake,
- (11) pedal or automatic braking pedal,
- (12) braking including locked by motor lock device to wheel bracket arm,
- (13) bracket arm including for locking by lock device,
- (14) lock device including for locking to maintain braking,

- (15) switch including for turning motor turned off prior to locking,
- (16) brake releasing including automatic releasing brake of mini-motor,
- (17) driver's button releasing including drawing to unlock lock device to rotate motor at back spin,
- (18) motor rewind spring including for rewinding motor at back spin,
- (19) rewind spring including using any spring force,
- (20) brake including to be released by driver's button and rewind spring at back spin, or
- (21) using double spinning motor,
- (22) using double spinning motor including one spin to brake and the other spin to release by driver's button rotating motor wheel to switch off/using button,
- (23) an off-switch including for turning motor off or using switch button instead,
- (24) supporting springs including for fixing motor supporting it on braking movement,
- (25) a frame including for fixing a braking motor on it,
- (26) arm including motor fixed with an arm at its end to frame letting motor move at specific position,
- (27) connection including any operative connection and installation, and/or
- (28) composition including any material of making and necessary parts.

*Referring to the specification by page 7 line 2-10, drawing FIG. 13-14 and reference paragraph [0058]:*

Claim 2, including:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts brake motor, its axis fixing between center and rim of a round wheel, rotating at wheel summit pushing on pedal part to brake, braking locked by lock devices of motor to its inner wheel, brake released by driver's contact and spring force, of round wheel structure Duo-a.

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of “round wheel structure Duo-a for/of detectable automatic braking device: as key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed for/in motor-vehicle/transportation detecting/sensing free on traveling way, once obstruction being detected, sensor(s)/radar(s) or detectable device(s) turns on brake motor whose axis is fixed between center and rim part of a round wheel rotating wheel at its summit spin pushing on pedal part to brake, where braking is locked by motor lock device to locking holes on first/second line of two holes each of inner wheel depending motor off spin during braking after motor is turned off by switch, brake is to be released by driver’s button on rotating releasing and spring force including a ball bearing with pin is fixed firmly at the surface edge of round wheel where a spring is fixed from pin to a moving ball of motor frame pulling the wheel at right position to unlock the brake, single spin motor is equipped in a frame with springs to support its movement.”

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: elements, function and steps, including:

- (1) round wheel structure Duo-a,
- (2) example type as round wheel structure:
- (3) sensor(s)/radar(s) or detectable device(s),
- (4) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/motor,
- (5) sensor(s)/radar(s) or detectable device(s) including for detecting a distance on traveling way,
- (6) sensor(s)/radar(s)/detecting device(s) including for detecting/sensing an obstacle and switching brake motor on,
- (7) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),
- (8) round wheel including as object rotating to press on pedal,
- (9) motor axis fixing between center and rim part of a round wheel,
- (10) motor wheel including rotating at its summit pushing on pedal part to brake,
- (11) pedal or automatic braking pedal,



- (12) braking including locked by motor lock device to locking holes on first/second line of two holes each of inner wheel depending motor off spin,
- (13) lock device including for locking to maintain braking,
- (14) inner wheel including having first/second line of two holes each,
- (15) switch including for turning motor turned off prior to locking,
- (16) driver's button releasing including drawing to unlock lock device to rotate motor at back spin,
- (17) spring force including for springing back releasing,
- (18) brake releasing including automatic releasing brake of mini-motor,
- (19) brake including to be released by driver's button on rotating releasing and spring force,
- (20) spring including for drawing back at position,
- (21) ball bearing including for facilitating its pin at movement,
- (22) moving ball including for holding spring at movement,
- (23) spring force including a ball bearing with pin fixed firmly at the surface edge of round wheel where a spring fixed from pin to a moving ball of motor frame pulling the wheel at right position to unlock the brake,
- (24) a frame including for fixing a braking motor on it,
- (25) supporting springs including for fixing motor supporting it on braking movement,
- (26) a frame including for equipping single spin motor on it,
- (27) connection including any operative connection and installation, and/or
- (28) composition including any material of making and necessary parts.

*Referring to the specification by page 7 line 11-18, drawing FIG. 15-16 and reference paragraph [0059]:*

Claim 2, including:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts brake motor including its toothed spindle engaging through gear-nut of frame screwing out pressing on pedal part to brake, braking locked by lock device, released by driver's button and slotted

spindle spring force or spring linked to frame, of screw & unscrew structure Duo-B.

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of “screw & unscrew structure Duo-B for/of detectable automatic braking device: as key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed for/in motor-vehicle/transportation detecting/sensing free on traveling way, once obstruction being detected, sensor(s)/radar(s) or detectable device(s) turns on brake motor whose toothed spindle engages through outlet gear-nut of spring supporting frame screwing out pressing on pedal part or automatic brake pedal to brake to halt transportation running, where braking is locked by lock device after motor is turned off by switch, brake is to be released by driver’s button and spring force including spindle slotted into spring before inserting to gear-nut or motor ending spring being linked to frame. If double rotating motor is used, driver's contact is to release and a switch may be added letting back spinning motor off.”

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: elements, function and steps, including:

- (1) screw & unscrew structure Duo-B,
- (2) example type as screw & unscrew structure:
- (3) sensor(s)/radar(s) or detectable device(s),
- (4) sensor(s)/radar(s) or detectable device(s) including connected operating with brake unit/motor,
- (5) sensor(s)/radar(s)/detectable device(s) including for detecting a distance on traveling way,
- (6) sensor(s)/radar(s) or detectable device(s) including for detecting/sensing an obstacle and switching braking motor/unit on,
- (7) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),
- (8) braking motor with a toothed spindle including for applying brake,
- (9) gear-nut of spring supporting frame including for holding motor letting spindle moving through it,

- (10) brake motor toothed spindle engaging through outlet gear-nut of spring supporting frame,
- (11) pedal or automatic brake pedal including for braking use,
- (12) brake motor toothed spindle screwing out through frame outlet gear-nut pressing on pedal part to brake,
- (13) lock device including for locking to maintain braking,
- (14) switch including for turning motor turned off prior to locking,
- (15) braking including locked by lock device of frame to motor end part,
- (16) brake releasing including automatic releasing brake of mini-motor,
- (17) driver's button releasing including drawing to unlock lock device and spring force,
- (18) spring force including spindle slotted into spring before inserting to gear-nut or
- (19) spring force including motor ending spring linked to frame or
- (20) double rotating motor if used including one spin to brake, the other spin to release,
- (21) driver's contact including to release double rotating motor or with a switch for turning motor off,
- (22) connection including any operative connection and installation, and/or
- (23) composition including any material of making and necessary parts.

*Referring to the specification by page 7 line 19-27, drawing by FIG. 17-18 and reference paragraph [0060]:*

Claim 2, including:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts brake motor, its axis engaging a tube outlet of frame with grooved end part rotated by a gear of motor, moving axis pressing on pedal part to brake, braking locked by lock device, released by driver's button and spring, of axis-gear structure Duo-C.

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of “axis-gear structure Duo-C for/of detectable automatic braking device: as key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed for/in motor-vehicle/transportation detecting/sensing free on traveling way, once obstruction being detected, sensor(s)/radar(s) or detectable device(s) turns on brake motor, an axis with grooved end part held by a roller rotated by a gear of motor through a frame tube outlet pressing on pedal part to brake to halt transportation running, where braking is locked by lock device after motor is turned off by switch, brake is to be released unlocking lock device by driver’s button and spring force including motor rewind spring, spring linked at end axis to the frame or rewind spring of automatic brake pedal, if we use double revolving motor, releasing is by driver’s contact and switch is for turning motor off at back spin, motor is installed between supporting springs of frame.”

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: elements, function and steps, including:

- (1) axis-gear structure Duo-C,
- (2) example type as axis-gear structure:
- (3) sensor(s)/radar(s) or detectable device(s),
- (4) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/motor,
- (5) sensor(s)/radar(s) or detectable device(s) including for detecting a distance on traveling way,
- (6) sensor(s)/radar(s) or detectable device(s) including for detecting/sensing an obstacle and switching braking motor on,
- (7) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),
- (8) axis with grooved end part including for braking to press on pedal,
- (9) axis with grooved end part rotated by a gear of motor held by a roller through a frame tube outlet pressing on pedal part to brake,
- (10) pedal or automatic braking pedal,
- (11) braking including locked by lock device of frame to axis,

- (12) lock device including for locking to maintain braking,
- (13) switch including for turning motor turned off prior to locking,
- (14) driver's button releasing including drawing to unlock lock device,
- (15) brake including to be released by driver's button and spring force,
- (16) spring force including motor rewind spring for rewinding motor back, or
- (17) spring force including spring linking at end axis to the frame or
- (18) spring force including rewind spring of automatic brake pedal or
- (19) double rotating motor if used including one spin to brake, the other spin to release,
- (20) driver's contact including to release brake on double rotating motor at back spin, or with a switch for turning motor off,
- (21) supporting spring including spring(s) for fixing braking motor supporting it on braking movement,
- (22) connection including any operative connection and installation, and/or
- (23) composition including any material of making and necessary parts.

*Referring to the specification by page 8 line 1-9, drawing by FIG. 19-20 and reference paragraph [0061]:*

Claim 2, including:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts brake motor, an axis fixing between center and rim of a round wheel with connecting rod, pressing to an extra outlet built from brake original booster/master cylinder to brake, braking locked by lock device and released by driver's button using revert spring force at back spin, of extra outlet structure Duo-D.

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of "extra outlet structure Duo-D for/of detectable automatic braking device: as key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed

for/in motor-vehicle/transportation detecting/sensing free on traveling way, once obstruction being detected, sensor(s)/radar(s) or detectable device(s) turns on brake motor with a round wheel, a connecting rod kit: its head part is housed a ball bearing with a pin fixed between center and rim of a round wheel, connecting rod kit end part is linked pin and rollers with rod of an extra brake outlet built from original booster/master cylinder, for braking to move forward to halt transportation running, braking is locked to connecting rod arm by lock device of frame after motor is turned off by switch, brake is to be released by driver's button drawing unlock lock device under revert spring force of brake outlet rod or driver's button is used for a right & left spinning motor fixed with support spring."

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: elements, function and steps, including:

- (1) extra outlet structure Duo-D,
- (2) example type as extra outlet structure:
- (3) sensor(s)/radar(s) or detectable device(s),
- (4) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/motor,
- (5) sensor(s)/radar(s) or detectable device(s) including for detecting a distance on traveling way,
- (6) sensor(s)/radar(s) or detectable device(s) including for detecting/sensing an obstacle and switching braking motor on,
- (7) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),
- (8) round wheel including fixed with motor axis,
- (9) a connecting rod kit including its head part housed a ball bearing with a pin fixed between center and rim of a round wheel,
- (10) a connecting rod kit including linked pin and rollers with rod of an extra brake outlet built from original booster/master cylinder,
- (11) extra brake outlet rod moved by connecting rod kit for braking,
- (12) motor including rotating round wheel of connecting rod kit for braking,

- (13) pedal or automatic braking pedal,
- (14) braking including locked to connecting rod arm by lock device of frame,
- (15) lock device including for locking to maintain braking,
- (16) switch including for turning motor turned off prior to locking,
- (17) driver's button releasing including drawing to unlock lock device,
- (18) brake including to be released by driver's button and spring force,
- (19) spring force including under brake outlet rod revert spring force, or
- (20) spring force including motor rewind spring at motor back spin,
- (21) double rotating motor if used including one spin to brake, the other spin to release,
- (22) driver's contact including to release brake on double rotating motor at back spin,
- (23) supporting spring including for fixing braking motor supporting on braking movement,
- (24) connection including any operative connection and installation, and/or
- (25) composition including any material of making and necessary parts.

*Referring to the specification by page 8 line 10-17, drawing by FIG. 21-22 and reference paragraph [0062]:*

Claim 2, including:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts oscillator moving the frame, pushing an extra outlet with hose, with a connecting rod kit in air releasing spring unit placing with ball bearing centered to a wheel, pressing to a rubber cover wheel manufactured as a part of double pulley rotated by car engine to brake, braking locked by lock device, released by driver's contact, of moving frame structure Duo-E.

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of "moving frame structure Duo-E for/of detectable automatic braking device: as key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed for/in motor-vehicle/transportation detecting/sensing free on traveling way, once obstruction

being detected, sensor(s)/radar(s) or detectable device(s) turns on oscillator to move forward or backward a complete unit on which head part of a connecting rod kit in air releasing spring unit is linked roller pin to an extra brake outlet rod aside, the end part of connecting rod kit is fixed a pin roller to center and rim part of a round wheel centered to ball bearing moving in/on the rail of frame, the round wheel will move to connect (to brake) pressing to a rubber covered/outer wheel manufactured as a part of double pulley rotated by vehicle/transportation engine for braking replacing a motor to halt transportation running, where braking is locked by lock device and brake releasing is to be unlocked to disconnect (to release) round wheel from engine wheel by driver's contact, using fluid hose for moving adaptation."

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: elements, function and steps, including:

- (1) moving frame structure Duo-E,
- (2) example type as moving frame structure:
- (3) sensor(s)/radar(s) or detectable device(s),
- (4) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/. motor,
- (5) sensor(s)/radar(s) or detectable device(s) including for detecting/sensing a distance on traveling way,
- (6) sensor(s)/radar(s) or detectable device(s) including detecting an obstacle and operating oscillator to move a complete unit on bearing,
- (7) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),
- (8) oscillator,
- (9) extra brake outlet rod including for braking use,
- (10) roller pin including for holding two parts on spin,
- (11) ball bearing including for holding two parts on spin,
- (12) a complete unit on which head part of a connecting rod kit in air releasing spring unit linked roller pin to an extra brake outlet rod aside,
- (13) the end part of connecting rod kit fixed a pin roller to center and rim part of a round



- wheel centered to ball bearing moving in/on the rail of frame,
- (14) the round wheel moving to connect (to brake) pressing to a rubber covered/outer wheel manufactured as a part of double pulley rotated by vehicle/transportation engine for braking,
- (15) a connecting rod kit in air releasing spring unit for moving forward on braking or backward on releasing,
- (16) extra brake outlet rod including linking roller pin with a connecting rod kit in air releasing spring unit,
- (17) lock device including for locking to maintain braking,
- (18) braking including locked by lock device, to be unlocked releasing by driver's contact,
- (19) driver's button releasing including drawing to unlock lock device and to disconnect (to release) round wheel from engine wheel and spring force,
- (20) hose including for fluid use,
- (21) connection including any operative connection and installation, and/or
- (22) composition including any material of making and necessary parts.

*Referring to the specification by page 8 line 18-24, drawing FIG. 23-24 and reference paragraph [0063]:*

Claim 2, including:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts motor to drive a rectangular bracket pressing on pedal part to brake, braking locked by lock device, released by driver's button and spring force, of bracket drive structure Duo-F.

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of "bracket drive structure Duo-F for/of detectable automatic braking device: as key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed for/in motor-vehicle/transportation detecting/sensing free on traveling way, once obstruction being detected, sensor(s)/radar(s) or detectable device(s) turns the support spring motor on

driving its rectangular bracket between two springs for linking both ends of motor frame and bar with a pin moving in its frame cavity that bar outer part presses against pedal part or automatic brake pedal to brake, where braking is locked by lock device after motor is turned off by switch and spring force releases reacted by driver's button."

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: elements, function and steps, including:

- (1) bracket drive structure Duo-F,
- (2) example type as bracket drive structure:
- (3) sensor(s)/radar(s) or detectable device(s),
- (4) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/motor,
- (5) sensor(s)/radar(s) or detectable device(s) including for detecting/sensing a distance on traveling way,
- (6) sensor(s)/radar(s) or detectable device(s) including for detecting an obstacle and switching braking motor on,
- (7) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),
- (8) rectangular bracket including fixed with motor axis for driving to apply brake,
- (9) springs including for springing back at position,
- (10) pedal or automatic braking pedal,
- (11) braking motor driving its rectangular bracket between two springs for linking both ends of a motor frame and bar with a pin moving in its frame cavity that bar outer part pressing against pedal part or automatic brake pedal to brake,
- (12) a frame with cavity including for letting pin of bar moving in it,
- (13) bar with a pin including for holding in frame on movement,
- (14) support springs including springs for fixing motor supporting it on braking movement,
- (15) switch including for turning motor turned off prior to locking,
- (16) lock device including for locking to maintain braking,
- (17) braking including bar locked by lock device of frame,

- (18) driver's button releasing including drawing to unlock lock device and spring force,
- (19) spring force including for releasing reacted by driver's button,
- (20) connection including any operative connection and installation, and/or
- (21) composition including any material of making and necessary parts.

*Referring to the specification by page 8 line 25-27, page 9 line 1-3, drawing FIG. 25-26 and reference paragraph [0064]:*

Claim 2, including:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts motor to rotate its bar pressing on pedal part to brake, inner wheel locked by lock device inside motor during braking, released by driver's button and rewind spring, of direct spin structure Duo-G.

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of "direct spin structure Duo-G for/of detectable automatic braking device: as key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed for/in motor-vehicle/transportation detecting/sensing free on traveling way, once obstruction being detected, sensor(s)/radar(s) or detectable device(s) turns spring supporting motor on rotating its bar pressing on pedal part or automatic brake pedal to brake, inner wheel is locked by lock device inside motor during braking after motor is turned off by switch, where brake is to be released by driver's button and motor rewind spring, if a double rotating motor is used at back spin and released by contact or with an off-switch."

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: elements, function and steps, including:

- (1) direct spin structure Duo-G,
- (2) example type as direct spin structure:
- (3) sensor(s)/radar(s) or detectable device(s),

- (4) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/motor,
- (5) sensor(s)/radar(s) or detectable device(s) including for detecting/sensing a distance on traveling way,
- (6) sensor(s)/radar(s) or detectable device(s) including for detecting/sensing an obstacle and switching braking motor on,
- (7) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),
- (8) bar including for fixing with motor axis,
- (9) pedal or automatic braking pedal,
- (10) motor bar including rotating by motor pressing on pedal or automatic brake pedal to brake,
- (11) support springs including for fixing braking motor supporting it on braking movement,
- (12) switch including for turning motor turned off prior to locking,
- (13) lock device including for locking to wheel,
- (14) inner wheel including for locking by lock device,
- (15) inner wheel inside motor including for locking by lock device during braking,
- (16) driver's button releasing including drawing to unlock lock device,
- (17) motor rewind spring including for rewinding motor at back spin,
- (18) brake including to be released by driver's button and motor rewind spring, or
- (19) double rotating motor including one spin to brake, the other spin to release,
- (20) double rotating motor if used at back spin and released by contact or with an off-switch,
- (21) connection including any operative connection and installation, and/or
- (22) composition including any material of making and necessary parts.

*Referring to the specification by page 9 line 4-9, drawing FIG. 27-28 and reference paragraph [0065]:*

Claim 2, including:

    Detectable automatic braking system referring to claim 2, wherein once obstruction

being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts motor to rotate its oval wheel pressing on pedal part to brake, wheel locked by lock device, released by driver's button and rewind spring, of oval wheel structure Duo-H.

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of "oval wheel structure Duo-H for/of detectable automatic braking device: as key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed for/in motor-vehicle/transportation detecting/sensing free on traveling way, once obstruction being detected, sensor(s)/radar(s) or detectable device(s) turns the spring supporting motor on rotating its oval wheel pressing on pedal or automatic brake pedal to brake, the wheel has a bracket arm to blockade itself at motor iron bar, wheel is locked by lock device during braking after motor is turned off by switch, driver's button is drawn to release with rewind spring force, if a double rotating motor is used at back spin and released by contact or with an off-switch."

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: elements, function and steps, including:

- (1) oval wheel structure Duo-H,
- (2) example type as oval wheel structure:
- (3) sensor(s)/radar(s) or detectable device(s),
- (4) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/motor,
- (5) sensor(s)/radar(s) or detectable device(s) including for detecting/sensing a distance on traveling way,
- (6) sensor(s)/radar(s) or detectable device(s) including for detecting an obstacle and switching braking motor on,
- (7) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),
- (8) oval wheel including fixed with motor axis,

- (9) pedal or automatic braking pedal,
- (10) motor including rotating its oval wheel pressing on pedal or automatic brake pedal to brake,
- (11) support springs including for fixing braking motor supporting it on braking movement,
- (12) switch including for turning motor turned off prior to locking,
- (13) bracket arm including for blocking to bar,
- (14) iron bar including for blocking to bracket arm,
- (15) lock device including for locking to maintain braking,
- (16) the wheel including having a bracket arm to blockade itself at motor iron bar and wheel locked by lock device during braking,
- (17) driver's button releasing including drawing to unlock lock device,
- (18) motor rewind spring including for rewinding motor at back spin,
- (19) brake including to be released by driver's button and motor rewind spring or
- (20) double rotating motor including one spin to brake, the other spin to release,
- (21) double rotating motor used at back spin with an off-switch, released by contact,
- (22) connection including any operative connection and installation, and/or
- (23) composition including any material of making and necessary parts.

*Referring to the specification by page 9 line 10-16, drawing FIG. 29-30 and reference paragraph [0066]:*

Claim 2, including:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts motor to rotate its hexagonal wheel pressing on pedal part to brake, inner wheel locked by lock device inside motor during braking, released by driver's button and rewind spring, of hexagonal wheel structure Duo-I.

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of “hexagonal wheel structure Duo-I for/of detectable automatic braking device: as key to start, sensor(s)/radar(s)/detectable device(s) is connected wire/wireless and installed for/in motor-vehicle/transportation detecting/sensing free on traveling way, once obstruction being detected, sensor(s)/radar(s) or detectable device(s) turns the spring supporting motor on rotating its hexagonal wheel pressing on pedal part or automatic brake pedal to brake, the wheel has a bracket arm to blockade itself at motor iron bar, inner wheel is locked by lock device inside motor during braking after motor is turned off by switch, driver’s button is drawn to release with rewind spring force, if a double rotating motor is used at back spin and released by contact or with an off-switch.”

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: elements, function and steps, including:

- (1) hexagonal wheel structure Duo-I,
- (2) example type as hexagonal wheel structure:
- (3) sensor(s)/radar(s) or detectable device(s),
- (4) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/motor,
- (5) sensor(s)/radar(s) or detectable device(s) including for detecting/sensing a distance on traveling way,
- (6) sensor(s)/radar(s) or detectable device(s) including for detecting an obstacle and switching braking motor on,
- (7) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),
- (8) hexagonal wheel including fixed with motor axis,
- (9) pedal or automatic braking pedal,
- (10) motor rotating its hexagonal wheel pressing on pedal or automatic brake pedal to brake,
- (11) support springs including for fixing braking motor supporting it on braking movement,
- (12) switch including for turning motor turned off prior to locking,
- (13) bracket arm including for blocking to bar,
- (14) iron bar including for blocking to bracket arm,

- (15) lock device including for locking to maintain braking,
- (16) inner wheel including for locking by lock device,
- (17) the wheel including having a bracket arm to blockade itself at motor iron bar and inner wheel locked by lock device during braking,
- (18) driver's button releasing including drawing to unlock lock device and spring force,
- (19) motor rewind spring including for rewinding motor at back spin,
- (20) double rotating motor including one spin to brake, the other spin to release,
- (21) double rotating motor at back spin including for releasing by contact or with an off-switch,
- (22) connection including any operative connection and installation, and/or
- (23) composition including any material of making and necessary parts.

*Referring to the specification by page 10 line 1-4 and reference paragraph [0069]:*

Claim 2, including:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts both functioning of motor braking and pressing button standby of mini-motor which will rotate to draw lock device resulting from earlier pressing action releasing the brake automatically just after radar(s) detecting free, of automatic releasing process.

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of "automatic releasing process for releasing the brake for/of Detectable automatic braking system: as once sensor(s)/radar(s) or detectable device(s) is connected wire/wireless and installed for/in transportation detecting/ sensing an obstruction on traveling way and reacting both operating of motor braking and pressing switch-button on/standby of mini-motor which will rotate to draw by cable/any unlock lock device resulting from earlier pressing action to release the brake unit automatically just after radar(s) detects free."



*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: elements, function and steps, including:

- (1) automatic releasing process,
- (2) example type of automatic releasing process:
- (3) sensor(s)/radar(s) or detectable device(s),
- (4) sensor(s)/radar(s) or detectable device(s) including for detecting/sensing a distance on traveling way,
- (5) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/motor,
- (6) sensor(s)/radar(s) or detectable device(s) including detecting/sensing an obstacle and switching on both operating of motor braking and pressing button on/standby of mini-motor,
- (7) mini-motor including for rotating to draw lock device resulting from earlier pressing action releasing the brake automatically just after radar(s) detecting free,
- (8) braking motor/unit including having feature for applying brake by itself reacted by sensor(s)/radar(s)/detectable device(s),
- (9) button of mini-motor including electric button to turn motor on/off,
- (10) mini-motor including for drawing to unlock lock device,
- (11) lock device including for locking to maintain braking,
- (12) connection including any operative connection and installation, and/or
- (13) composition including any material of making and necessary parts.

*Referring to the specification by page 9 line 20-26, drawing by FIG. 9, 20, 38 and reference paragraph [0068]:*

Claim 2, including:

Detectable automatic braking system referring to claim 2, wherein brake motor be fixed between supporting springs, appropriate motor rotating at a speed to brake a car fast enough to stop its running, if using motor spinning at both sides: one side to brake and the other side to release at low speed replacing spring force, in which switch turning brake motor off prior to braking and locking, lock including pushing a bracket over edge point of a bar/rod

under spring force be blocked in device and releasing by cable drawing opposite side of rod, of lock device.

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis/bases of “lock device and useful parts for/of Detectable automatic braking system: as brake motor is fixed with/between supporting springs, appropriate motor is used to rotate at a speed to brake a vehicle fast enough to stop its running, if using a motor spins at both sides: one side to brake and the other side to release at low speed replacing spring force which is used for releasing the brake to initial position after braking in which electric motor/braking unit is used for rotating a braking object to apply brake against pedal. Lock device is installed for locking firmly the brake or its relating part to maintain braking during which automatic braking is operating just after a switch or similar operation/device turns brake motor off, lock device: as it has a bar/rod under spring force for pushing it over edge point of an opposite bracket of locking part being blocked in it as locking and one end of rod is linked a cable/rod to be released by drawing.”

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: elements, function and steps, including:

- (1) lock device and useful parts,
- (2) example type of lock device and useful parts:
- (3) brake motor including for rotating to apply brake,
- (4) supporting springs including for fixing braking motor supporting it on braking movement,
- (5) brake motor including fixed between supporting springs,
- (6) appropriate motor including for rotating at appropriate speed,
- (7) appropriate motor used rotating to brake at a speed efficiently fast to halt transportation/motor-vehicle running,
- (8) motor spinning at both sides including motor rotating at right and left sides,
- (9) if motor spinning at both sides including one spin to brake and the other to release at low speed replacing spring force,

- (10) spring force including used for releasing the brake to initial position after braking,
- (11) switch including for turning brake motor off prior to braking,
- (12) lock device including for locking to maintain braking,
- (13) lock device including having a bar/rod under spring force for pushing it over edge point of an opposite bracket of locking part being blocked in it as locking,
- (14) lock device including end of rod linked to a cable/rod to be released by drawing,
- (15) connection including any operative connection and installation, and/or
- (16) composition including any material of making and necessary parts.

*Referring to the specification by page 11 line 6-11, drawing FIG. 42 and reference paragraph [0074]:*

Claim 2, including:

Detectable automatic braking system referring to claim 2, wherein automatic water switch equipped to be connected by raining water between electric wires to turn on second sensor in the front of car for detecting at a longer distance to earlier stop car running on wet, drying water by wind to extinguish the function of second sensor/radar after raining over, of automatic water switch.

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of “automatic water switch for stopping transportation on wet sooner for/of Detectable automatic braking system: as automatic water switch is installed for/in transportation/motor-vehicle to be connected by raining water as in an open box/container between electric wires of second front sensor/radar of longer distance detection and those of automatic braking unit for earlier stopping motor-vehicle running on wet against obstacle on traveling way when it rains to turn sensor/radar on in which the plastic box/container has a level outlet let water flow down, the wind will blow drying water to extinguish the function of sensor/radar after raining is over.”

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: elements, function and steps, including:

- (1) automatic water switch,
- (2) example type of automatic water switch:
- (3) an open box/container of automatic water switch including having a level outlet including where electric wires to be conducted by raining water,
- (4) electric wires including for conducting (second) front sensor/radar and automatic braking unit,
- (5) a level outlet of the plastic box/container including for letting water flow down in full,
- (6) the wind will blow drying water to extinguish the function of radar after raining is over,
- (7) (second) front sensor/radar including for detecting/sensing at longer distance on traveling way,
- (8) (second) front sensor/radar including connected operating with braking unit/motor,
- (9) automatic braking unit including for applying brake by itself reacted by such sensor/radar detecting/sensing an obstacle,
- (10) connection including any operative connection and installation, and/or
- (11) composition including any material of making and necessary parts.

*Referring to the specification by page 11 line 20-25 and reference paragraph [0076]:*

Claim 2, including:

Detectable automatic braking system referring to claim 2, wherein once obstruction being detected, the third sensor/radar automatically reacts both motor braking and mini-motor drawing to unlock lock device to brake and to release while radar(s) detecting free to lower car speed safely at a longer distance, or using a second braking unit without lock for third sensor/radar, in which a revert timer be installed to switch off third sensor/radar for certain minutes letting cars approach closer during heavy traffic, of automatic lower speed system.

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of “automatic lower speed system/device for lowering motor vehicle speed for/of Detectable automatic braking system: as once obstruction being detected on traveling way, (third) sensor/radar is connected wire/wireless and installed for/in motor-vehicle/ transportation to react automatically both turning motor on braking and pressing switch-button of mini-motor on the way of releasing then drawing to unlock lock device during which sensor(s)/radar(s) detects free to lower motor-vehicle speed safely at the longest distance, or a second braking unit without lock is used for third sensor/radar operation, where a revert timer is installed to switch third sensor/radar off for certain minutes/any letting vehicles approach closer during heavy traffic.”

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: elements, function and steps, including:

- (1) automatic lower speed system,
- (2) example type of automatic lower speed system:
- (3) sensor(s)/radar(s) or detectable device(s),
- (4) sensor(s)/radar(s) or detectable device(s) including connected operating with braking unit/motor,
- (5) (third) sensor(s)/radar(s) or detectable device(s) including for detecting at the longest distance on traveling way,
- (6) (third) sensor(s)/radar(s) or detectable device(s) including for detecting an obstacle and switching motor/unit on braking to lower motor vehicle speed safely,
- (7) (third) sensor(s)/radar(s) or detectable device(s) including for detecting an obstacle and pressing switch-button of mini-motor on the way of releasing,
- (8) mini-motor including for drawing to unlock lock device releasing brake during which sensor(s)/radar(s) detecting free,
- (9) a second braking unit without lock,
- (10) a second braking unit without lock including for interacting with third sensor/radar,
- (11) a revert timer including for turning third sensor/radar off,
- (12) a revert timer including for switching third sensor/radar off for certain time letting

motor-vehicles approach closer during heavy traffic,

(13) connection including any operative connection and installation, and/or

(14) composition including any material of making and necessary parts.

*Referring to the specification by page 11 line 1-5, drawing by FIG. 32, 34 and reference paragraph [0073]:*

Claim 2, including:

Detectable automatic braking system referring to claim 2, wherein color signal sonorous lamp or recorded message being “on” showing to driver while entire braking system being “off”, driver may switch off the entire system by a driver’s contact when necessary or driver finding impossible to balance his car on ice-covered road if braking operating, in which installing a thermostat to disconnect color signal sonorous lamp in winter snow, of automatic safety system.

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of “automatic safety system for verifying the automatic braking system in operation for/of Detectable automatic braking system: as color signal sonorous lamp device or recorded message recorder for/in motor-vehicle/transportation is connected being “on” sounding/speaking to driver while entire braking system is connected being “off”, driver may switch off the entire system by a driver’s contact when necessary or driver finds impossible to balance one’s motor-vehicle on ice-covered road if braking operating, or a thermostat is as well installed to disconnect color signal sonorous lamp/message recorder in winter snow instead.”

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: elements, function and steps, including:

(1) automatic safety system,

(2) example type of automatic safety system:

- (3) color signal sonorous lamp device or recorded message recorder,
- (4) color signal sonorous lamp device or recorded message recorder including connected for sounding/speaking to driver,
- (5) entire detectable automatic braking system including connected among them,
- (6) color signal sonorous device or recorded message recorder being “on” showing to driver while entire braking system being “off”,
- (7) contact for driver including connected for switching the entire system off when necessary,
- (8) thermostat including connected for reacting to operate by temperature of climate,
- (9) a thermostat including for disconnecting color signal sonorous lamp device/message recorder in winter snow,
- (10) connection including any operative connection and installation, and/or
- (11) composition including any material of making and necessary parts.

*Referring to the specification by page 13 line 1-6, and reference paragraph [0080]:*

Claim 2, including:

Detectable automatic braking system referring to claim 1 & 2 and Automatic stop lamp system, Detectable automatic (alarm) systems in claim 3 wherein the original elements, composition, function, structures, process of making, contents, illustrations, installation, of the invention in these documents, any other structures, modifications, replacement of parts assembling to make up the same systems or to perform similar devices referring to their original fundamentals to the same effect and combining the invention with any other devices or systems using other names are in the scope of the protection of the invention, the invention be used everywhere.

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of “detectable automatic braking system/device, automatic stop lamp system, detectable automatic (alarm) systems and any of the disclosed invention in these documents: including the original elements, composition, function, structures, process of making,

contents, illustrations, installation, of the invention in these documents, any other structures, modification, replacement of parts assembling to make up the same system(s)/device(s) or to perform similar device(s) referring to their original fundamentals to the same effect and/or combining the invention with any device or system using any name is/are in the scope of the protection of the invention, the invention be used everywhere.”

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: elements, function and steps, including:

- (1) the original elements of the invention in these documents covering:
- (2) the original elements of the invention including the invention device(s), system(s), item(s),
- (3) the original elements of the invention including the invention made and carried out in any way,
- (4) the original elements of the invention including putting the written invention into practice of safe manner in use,
- (5) the original elements of the invention including the original idea based on which the invention(s) being created,
- (6) the original elements of the invention including the written invention(s) protected based on the invented basis/bases including any other different structure(s) which reproducible by any specialist/one in the field from the elements of the original structure(s) of the invention,
- (7) the original elements of the invention including the written invention(s) protected based on the invented basis/bases including any other different structure(s) of making which reproducible by any specialist/one in the field from the elements of example type(s) written in the invention,
- (8) the original elements of the invention including the written invention(s) protected based on the invented basis/bases including any other different structure(s) of making which reproducible by any specialist/one in the field based on the unique idea of the disclosure of the invention,
- (9) the original elements of the invention including the written invention(s) protected based on the invented basis/bases including any reproduction of the invention having the same/ similar effect by using any name, naming, wording, language, form and/or anything,



- (10) the original elements of the invention including the invented origin reserving its original right to receive any new technology/technique adaptable in use with/to the invention device(s) having the same/ similar outcome under the scope of the protection of the invention,
- (11) the original elements of the invention including selling/offering for sale the invention item(s) in part(s)/whole unit,
- (12) the original elements of the invention including a part/parts/the whole and/or anything of the invention,
- (13) the original elements of the invention including adding any additional part/unit to the invention device(s),
- (14) the original elements of the invention including reducing any part/part(s) from the invention device(s),
- (15) the original elements of the invention including since the basis/bases of “detectable automatic braking device with any of the disclosed invention” disclosed, it covering any electrical, technical, mechanical methods and/or anything constructed for making up any operative device(s) of the invention including a part/parts/the whole under the scope of the protection of the invention,
- (16) composition of the invention including any material of making, any energy of operating, necessary parts, anything for constructing an operative device of the invention,
- (17) function of the invention including operating the invention separately,
- (18) function of the invention including operating the invention in combination,
- (19) function of the invention including operating the invention in its logical order,
- (20) function of the invention including every function/operation of the invention in any way,
- (21) function of the invention including operating the invention in transportation on traveling way,
- (22) structures of the invention including constructing any operative device having the same/similar outcome based on its invented basis/bases beyond/among those created structures,
- (23) structures of the invention written as example types so the disclosed basis/bases covering any operative structure(s) of making the same/similar invention device(s) including a part,

parts and/or the whole,

(24) structures of the invention including any extension in size and anything of the invention,

(25) process of making including any method and process of making for constructing any operative item(s) of the disclosed invention,

(26) contents of the invention document including the disclosed and written contents being in the role of features based on which the invention device(s) being constructed,

(27) contents of the invention including any part as needed to construct the operative invention device(s),

(28) illustrations of the invention including materializing the illustration(s)/drawing(s) of the invention(s) into practice,

(29) installation of the invention including any electrical, technical & mechanical methods installed for making up the operative device(s),

(30) installation of the invention including any connection as wire/wireless, electrical/electronic field,

(31) any other structures including any structure for making up any operative device based on the invented basis/bases of the invention including a part/the whole,

(32) modification of the invention including any modification of the invention including a part/parts/the whole,

(33) replacement of parts including any replacement of part(s)/process/anything assembled to make up the same systems or to perform similar devices referring to their original fundamentals operating to the same effect,

(34) the original fundamentals of the invention including any operative method in electrical, technical & mechanical fields constructed for making up any operative device(s) based on the invented fundamentals of the invention including a part/the whole,

(35) the original fundamentals of the invention including the said invention to be written and claimed describing in any wording, language, naming, form and/or any under the scope of the protection of the invention,

(36) combining the invention with any device using any name,

(37) combining the invention with any system using any name,

(38) combining the invention with any other device/system including microprocessor in use,

- (39) combining the invention with any other device/system including processor in use,
- (40) combining the invention with any other device/system including programmer in use,
- (41) combining the invention with any other device/system including computer-PC in use,
- (42) combining the invention with any other device/system including operating the invention with/under satellite network,
- (43) combining the invention with any device/system including new technology in use,
- (44) combining the invention with any device/system including new technique in use,
- (45) combining the invention with any other device/system including anything,
- (46) combining the invention with any device/system including new technique/technology in part(s) or in whole operating to the same/similar effect of the invented basis/bases,
- (47) combining the invention with anything including in production, using, selling, offering for sale and/or any of the invention device(s) under any name(s),
- (48) the scope of the protection of the invention including any acting violating the interest of the invention(s) under lawful protection,
- (49) the scope of the protection of the invention including equipment/instrument carried by driver/user operating the invention in transportation on traveling way,
- (50) the scope of the protection of the invention including the invention item(s) being protected anything in its links both in singular unit/plural quantities, with one/more, a unit/group of them, a group/a unit among them, regardless being written in one,
- (51) the scope of the protection of the invention including wording(s) of the written invention being protected in both singular and plural forms of its meaning regardless being written in one (singular/plural) form,
- (52) the scope of the protection of the invention including covering any descriptive language to describe the process of making the operative invention(s), regardless being written in any grammatical tense,
- (53) the scope of the protection of the invention including the invented basis/bases reserving its original right to correct/improve any error, defect, malfunction and/or anything if existing in the written contents and/or drawings for making the operative device(s) of the invention(s),
- (54) the scope of the protection of the invention including anything made by simplification of

certain part(s) in/of the invention device(s),

(55) the scope of the protection of the invention including anything made of manifold functions of/in any of the invention device(s),

(56) the scope of the protection of the invention including anything made/used having the same/similar result of the invention device(s),

(57) the invention used including specific use of the invention(s),

(58) the invention used including extra use of the invention(s),

(59) the invention used including particular using of certain item(s) disclosed, and/or

(60) the invention used everywhere including the invention used in any field, anywhere as desirable.”

Claim 3: appellant presents in this section an argument under a separate heading of the subject matter defined in each claim involved in the appeal as required by 37 CFR 41.37 (c)(1)(vii) as: referring to document data of the invention of

- INPI Patent Application no. 07/01466 filing date February 02, 2007 France,

- UKIPO Patent Application no. GB 0801564.6 a division of Application no. 0713096.6 filing date June 12, 2007 United Kingdom,

- The continuation of US Patent Application no. 11/982774 filing date November 5, 2007,

- International Patent Application no. PCT/US2008/003116 filing date March 10, 2008 and

appellant states that the subject matter of the operative device of the applicant's invention is: basis of “automatic stop lamp device for traffic light safe system for stopping transportation on red in zone limit: as extra lamp(s)/bulb(s) is equipped connecting to traffic light at a position to focus its beam at lighting zone limit on red to stop motor-vehicles advancing that its beam of higher level/any having capability to react operation of detectable automatic braking device of sensor(s)/radar(s) of such front motor-vehicles”, and

basis of “detectable automatic alarm system for sounding driver used equipping for/in any kind of transportation including motor vehicle, engine vehicle, automobile, car, truck, bus, van, train, motorcycle, airplane, ship and/or any other, including

small sensors/radars or detectable devices equipped at both sides of a motor-vehicle/ transportation detecting/sensing extremely approached vehicle on traveling way, and

sensors/radars or detectable devices equipped on/for right & left mirror sides of motor-vehicle/transportation for as back detecting on traveling way during turning.”

*Referring to the specification by page 12 line 23-28, drawing FIG. 43 and reference paragraph [0079]:*

### Claim 3

What I claim as my invention is: Automatic stop lamp system for traffic light including:

Extra lamp(s) equipped for traffic light at a position to focus its beam at lighting zone limit on red to stop cars advancing on red that its beam has capacity to react function of Detectable automatic braking system on sensor(s)/radar(s) of front cars,

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of “automatic stop lamp device for traffic light safe system: as extra lamp(s)/bulb(s) is equipped connecting to traffic light at a position to focus its beam at lighting zone limit on red to stop motor-vehicles advancing that its beam from higher-level/any has capability to react operation of detectable automatic braking device of sensor(s)/radar(s) of such front motor-vehicles.”

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: elements, function and steps, including:

- (1) automatic stop lamp system/device,
- (2) example type of automatic stop lamp system:
- (3) extra lamp(s)/bulb(s) including for equipping/connecting wire/wireless to traffic light, or
- (4) extra lamp(s)/bulb(s) including for equipping/connecting wire/wireless in area nearby in operation,
- (5) lamp beam having capability to react sensor(s)/radar(s) of front motor-vehicles approaching,

- (6) extra lamp(s)/bulb(s) including installed at a position to focus its beam at sensor(s)/radar(s) of such front motor-vehicles to react operation of their detectable automatic braking devices,
- (7) extra lamp(s)/bulb(s) including installed to focus its beam at lighting zone limit to stop motor-vehicles advancing on red,
- (8) connection including any operative connection and installation, and/or
- (9) composition including any material of making and necessary parts.

*Referring to the specification by page 11 line 26, page 12 line 1-2 and reference paragraph [0077]:*

Claim 3, including:

and Detectable automatic alarm system using for all kinds of motor and engine vehicles, automobiles, cars, trucks, buses, vans, trains, motorcycles, airplanes, ships., including:

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of “detectable automatic alarm device/system for safely driving: as detectable automatic alarm device is connected wire/wireless and installed for using in/on any kind of engine/motor vehicle, automobile, car, truck, bus, van, train, motorcycle, airplane, ship and/or any other.”

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: elements, function and steps, including:

- (1) Detectable automatic alarm system/device,
- (2) example type of detectable automatic alarm system/device:
- (3) detectable automatic alarm device including used equipping in/for any kind of motor vehicle,
- (4) detectable automatic alarm device including used equipping in/for any kind of engine vehicle,

- (5) detectable automatic alarm device including used equipping in/for any kind of automobile,
- (6) detectable automatic alarm device including used equipping in/for any kind of car,
- (7) detectable automatic alarm device including used equipping in/for any kind of truck,
- (8) detectable automatic alarm device including used equipping in/for any kind of bus,
- (9) detectable automatic alarm device including used equipping in/for any kind of van,
- (10) detectable automatic alarm device including used equipping in/for any kind of train,
- (11) detectable automatic alarm device including used equipping in/for any kind of motorcycle,
- (12) detectable automatic alarm device including used equipping in/for any kind of airplane,
- (13) detectable automatic alarm device including used equipping in/for any kind of ship,
- (14) detectable automatic alarm device including used equipping in/for any other(s),
- (15) connection including any operative connection and installation, and/or
- (16) composition including any material of making and necessary parts.

*Referring to the specification by page 12 line 7-10 and reference paragraph [0077]:*

Claim 3, including:

Small sensor(s)/radar(s) or detectable devices equipping at both sides of a car to sound sonorous alarm or recorded message to driver, indicator showing color signal lamp: right or left side be detected once running cars extremely approaching each other,

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of “detectable automatic alarm device/system for safely driving: as small sensors/radars or detectable devices are equipped at both sides of a motor-vehicle/transportation connecting device to sound sonorous alarm or speak recorded message to driver and indicator shows color signal lamp: right or left side is detected on traveling way once running motor-vehicles extremely approach each other.”

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: elements, function and steps, including:

- (1) detectable automatic alarm device/system,
- (2) example type of detectable automatic alarm system:
- (3) sensors/radars or detectable devices,
- (4) sensors/radars or detectable devices including installed at both sides of a motor-vehicle/transportation for detecting/sensing on traveling way,
- (5) sensors/radars or detectable devices including connected accordingly to sonorous alarm/recorded message device,
- (6) sensors/radars or detectable devices including detecting the approached vehicle/obstacle and turning sonorous alarm/recorded message device on,
- (7) device of sonorous alarm or recorded message including reacted by sensor(s)/radar(s) to sound/speak to driver,
- (8) indicator showing color signal lamp,
- (9) color signal lamps shown on indicator including right or left side detected by sensor(s)/radar(s),
- (10) connection including any operative connection and installation, and/or
- (11) composition including any material of making and necessary parts.

*Referring to the specification by page 12 line 3-6 and reference paragraph [0077]:*

Claim 3, including:

and extra sensors/radars or detectable devices equipping on right & left mirrors of cars for back detecting during turning, sonorous (signal) alarm or voice sounding to driver (on indicator) if rear car being detected by radar at a distance while signal lamp being on.

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: every means plus function:

Basis of “detectable automatic alarm device/system for safely driving: as extra sensors/radars or detectable devices are connected accordingly wire/wireless and equipped on/for right & left mirror sides of motor-vehicle/transportation for as back detecting on traveling



way, a sensor/radar is switched on by signal lamp switch during turning connecting sonorous signal alarm/voice device to sound/speak to driver shown on indicator if (rear) vehicle is detected by a sensor/radar at a distance while signal turning lamp is on.”

*Referring to the disclosed basis/bases, specification, claim(s) and drawing(s):*

Under 35 U.S.C. 112, sixth paragraph: elements, function and steps, including:

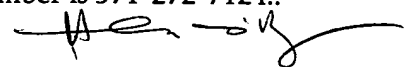
- (1) detectable automatic alarm system,
- (2) example type of detectable automatic alarm system:
- (3) sensors/radars or detectable devices,
- (4) sensors/radars or detectable devices including connected accordingly wire/wireless and equipped on/for right & left mirror sides of motor-vehicle/transportation,
- (5) a sensor/radar or detectable device including switched on by signal lamp switch on traveling way during turning,
- (6) sensor/radar or detectable device of mirror side of motor-vehicle/transportation including for as back detecting during turning,
- (7) a sensor/radar or detectable device including switching the device on sounding/speaking to driver if (rear) vehicle detected at a distance while signal turning lamp on,
- (8) sensors/radars or detectable devices including connected sonorous (signal) alarm/voice recorded device,
- (9) sonorous (signal) alarm device sounding or voice recorded device speaking including to driver shown on indicator,
- (10) connection including any operative connection and installation, and/or
- (11) composition including any material of making and necessary parts.

3. Note: the use of “etc” is prohibited, claims should not refer to “figures” nor should they depend from themselves.

- Appellant's claims 1-3 in which words including “etc” and “figures” were removed,

4. This action is made final..

5. Any inquiry concerning this communication or earlier communications from the examiner should be directed to Robert A. Siconolfi whose telephone number is 571-272-7124..



(J) Claims appendix page(s): 7 pages.

## CLAIMS

### Claim 1

What I claim as my invention is : Detectable automatic braking system used for all kinds of motor and engine vehicles, automobiles, cars, trucks, buses, vans, trains, tanks, motorcycles, airplanes, ships..., including:

sensor(s)/radar(s) or detectable devices equipping in the front (top) of vehicle and at its rear (top) part for detecting at a distance between two vehicles or obstruction, radar(s) sending information to switch braking unit on to brake the car automatically to stop its running once obstruction being detected,

and a (third) radar/sensor equipping in the front of car to detect to sound sonorous alarm or recorded message to driver at the earliest among other radars once obstruction detected by this radar, driver lowering car speed to avert automatic braking, of automatic voice sound.

### Claim 2

What I claim as my invention is : Detectable automatic braking system equipping in all kinds of motor & engine vehicles, automobiles, cars, trucks, buses, vans, trains, motorcycles, tanks, airplanes, ships..., sensor(s)/radar(s) or detectable devices using to detect

and to respond by detected result to braking unit to perform automatic braking action, including:

braking by pressing or pulling function, new pedals, rubber boot, safety covers, braking positions against extra brake outlets, automatic braking pedals for proper automatic braking use without causing movement of vehicle pedal, using their main parts wherein or movement of any other equipments, instruments having braking effect including using movement of force by motor, by air, by wind, by spring, by energy, of air hydraulic/oxygen (unit), of air/liquid pump, of cylinder as nut & piston as bolt with induction coils..., braking objects including wheels, spindle, axis, rod, oscillator moving frame, bracket drive and any other objects with same effect, using sensors or any other wire/wireless detectable devices including radars, infrared (detector) lenses, detectors, electronic eyes, lighting sensors, motion sensor detectors, sensor video cameras..., having heating effect against snow, accessories,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, braking locked by iron switches of motor to its inner triangle wheel, brake released by switch device and spring force, of triangle wheel structure,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, braking locked by lock device of motor to bracket arm of triangle wheel, brake released by driver's button and spring force, of triangle wheel structure Duo,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, braking locked by lock device of motor to bracket arm of wheel, brake released by driver's button and rewind spring or using double spinning motor, of triangle wheel structure Du,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor, its axis fixing between center and rim of a round wheel, rotating at wheel summit pushing on pedal part to brake, braking locked by lock device of motor to bracket arm of wheel, brake released by driver's button and rewind spring or using double spinning motor, of round wheel structure Duo-A,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor, its axis fixing between center and rim of a round wheel, rotating at wheel summit pushing on pedal part to brake, braking locked by lock devices of motor to its inner wheel, brake released by driver's contact and spring force, of round wheel structure Duo-a,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor including its toothed spindle engaging through gear-nut of frame screwing out pressing on pedal part to brake, braking locked by lock device, released by driver's button and slotted spindle spring force or spring linked to frame, of screw & unscrew structure Duo-B,

detectable automatic braking system referring to claim 2, wherein once obstruction

being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor, its axis engaging a tube outlet of frame with grooved end part rotated by a gear of motor, moving axis pressing on pedal part to brake, braking locked by lock device, released by driver's button and spring, of axis-gear structure Duo-C,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor, an axis fixing between center and rim of a round wheel with connecting rod, pressing to an extra outlet built from brake original booster/master cylinder to brake, braking locked by lock device and released by driver's button using revert spring force at back spin, of extra outlet structure Duo-D,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting oscillator moving the frame, pushing an extra outlet with hose, with a connecting rod kit in air releasing spring unit placing with ball bearing centered to a wheel, pressing to a rubber cover wheel manufactured as a part of double pulley rotated by car engine to brake, braking locked by lock device, released by driver's contact, of moving frame structure Duo-E,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting motor to drive a rectangular bracket pressing on pedal part to brake, braking locked by lock device, released by driver's button and spring force, of bracket drive structure Duo-F,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting motor to

rotate its bar pressing on pedal part to brake, inner wheel locked by lock device inside motor during braking, released by driver's button and rewind spring, of direct spin structure Duo-G,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting motor to rotate its oval wheel pressing on pedal part to brake, wheel locked by lock device, released by driver's button and rewind spring, of oval wheel structure Duo-H, and/or

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting motor to rotate its hexagonal wheel pressing on pedal part to brake, inner wheel locked by lock device inside motor during braking, released by driver's button and rewind spring, of hexagonal wheel structure Duo-I,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting both functioning of motor braking and pressing button standby of mini-motor which being able to rotate to draw lock device resulting from earlier pressing action releasing the brake automatically just after radar(s) detecting free, of automatic releasing process,

detectable automatic braking system referring to claim 2, wherein brake motor be fixed between supporting springs, appropriate motor rotating at a speed to brake a car fast enough to stop its running, if using motor spinning at both sides: one side to brake and the other side to release at low speed replacing spring force, in which switch turning brake motor off prior to braking and locking, lock including pushing a bracket over edge point of a bar/rod under spring force be blockade in device and releasing by cable drawing opposite side of rod,

of lock device,

detectable automatic braking system referring to claim 2, wherein automatic water switch equipped to be connected by raining water between electric wires to turn on second sensor in the front of car for detecting at a longer distance to earlier stop car running on wet, drying water by wind to extinguish the function of second sensor/radar after raining over, of automatic water switch,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, the third sensor/radar automatically reacting both motor braking and mini-motor drawing to unlock lock device to brake and to release while radar(s) detecting free to lower car speed safely at a longer distance, or using a second braking unit without lock for third sensor/radar, in which a revert timer be installed to switch off third sensor/radar for certain minutes letting cars approach closer during heavy traffic, of automatic lower speed system,

detectable automatic braking system referring to claim 2, wherein color signal sonorous lamp or recorded message being “on” showing to driver while entire braking system being “off”, driver being able to switch off the entire system by a driver’s contact when necessary or driver finding impossible to balance his car on ice-covered road if braking operating, in which installing a thermostat to disconnect color signal sonorous lamp in winter snow, of automatic safety system,

detectable automatic braking system referring to claim 1 & 2 and Automatic stop lamp system, Detectable automatic (alarm) systems in claim 3 wherein the original elements, composition, function, structures, process of making, contents, illustrations, installation, of the

invention in these documents, any other structures, modifications, replacement of parts assembling to make up the same systems or to perform similar devices referring to their original fundamentals to the same effect and combining the invention with any other devices or systems using other names are in the scope of the protection of the invention, the invention be used everywhere.

### Claim 3

What I claim as my invention is : Automatic stop lamp system for traffic light including:

extra lamp(s) equipped for traffic light at a position to focus its beam at lighting zone limit on red to stop cars advancing on red that its beam has capacity to react function of Detectable automatic braking system on sensor(s)/radar(s) of front cars,

and Detectable automatic alarm system using for all kinds of motor and engine vehicles, automobiles, cars, trucks, buses, vans, trains, motorcycles, airplanes, ships..., including:

small sensor(s)/radar(s) or detectable devices equipping at both sides of a car to sound sonorous alarm or recorded message to driver, indicator showing color signal lamp: right or left side be detected once running cars extremely approaching each other,

and extra sensors/radars or detectable devices equipping on right & left mirrors of cars for back detecting during turning, sonorous (signal) alarm or voice sounding to driver (on indicator) if rear car being detected by radar at a distance while signal lamp being on.



(K) Evidence appendix page(s): 1 page.

Appellant states that this Appeal Brief is related to document data of the invention of:

- INPI Patent Application no. 07/01466 filing date February 02, 2007 France
- UKIPO Patent Application no. GB 0801564.6 a division of Application no. 0713096.6 filing date June 12, 2007 United Kingdom,
- The continuation of US Patent Application no. 11/982774 filing date November 5, 2007
- International Patent Application no. PCT/US2008/003116 filing date March 10, 2008.

(L) Related proceedings appendix page(s): 1 page.

Each copy of petition evidence of the related invention is enclosed for:

- INPI Patent Application no. 07/01466 filing date February 02, 2007 France,
- UKIPO Patent Application no. GB 0801564.6 a division of Application no. 0713096.6 filing date June 12, 2007 United Kingdom,
- The continuation of US Patent Application no. 11/982774 filing date November 5, 2007
- International Patent Application no. PCT/US2008/003116 filing date March 10, 2008, and a set of document of US Patent Application no. 11/982774 is enclosed for reference.



26 bis, rue de Saint Pétersbourg - 75800 Paris Cedex 08

Pour vous informer : INPI DIRECT

☎ N° Indigo 0 825 83 85 87

0,15 € TTC/mn

Télécopie : 33 (0)1 53 04 52 65

Réservé à l'INPI

# BREVET D'INVENTION

## CERTIFICAT D'UTILITÉ

Code de la propriété intellectuelle - Livre VI



N° 11354\*05

### REQUÊTE EN DÉLIVRANCE

page 1/2



Cet imprimé est à remplir lisiblement à l'encre noire DB 540 @W/010905

<b>REMISE DES PIÈCES</b> DATE - 2 FEV. 2007 LIEU 99 N° D'ENREGISTREMENT NATIONAL ATTRIBUÉ PAR L'INPI DATE DE DÉPÔT ATTRIBUÉE PAR L'INPI <b>07/01466</b>		<b>1 NOM ET ADRESSE DU DEMANDEUR OU DU MANDATAIRE</b> À QUI LA CORRESPONDANCE DOIT ÊTRE ADRESSÉE  DUONG HENRI 316 1/2 E. Glendon WAY ALHAMBRA, CA-91801 U.S.A.	
<b>Vos références pour ce dossier</b> (facultatif)			
<b>Confirmation d'un dépôt par télécopie</b>		<input type="checkbox"/> N° attribué par l'INPI à la télécopie	
<b>2 NATURE DE LA DEMANDE</b>		<b>Cochez l'une des 4 cases suivantes</b>	
Demande de brevet		<input checked="" type="checkbox"/>	
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Demande divisionnaire		<input checked="" type="checkbox"/>	
Demande de brevet initiale		N° 10/725226	Date 01/12/2003
ou demande de certificat d'utilité initiale		N°	Date
Transformation d'une demande de brevet européen		<input type="checkbox"/>	Date
Demande de brevet initiale		N°	Date
<b>3 TITRE DE L'INVENTION</b> (200 caractères ou espaces maximum)  Dispositif de freinage automatique pour équiper s'arrêter le véhicule à moteur, moyen de transports, etc contre la collision stopper l'accident.			
<b>4 DÉCLARATION DE PRIORITÉ</b> <b>OU REQUÊTE DU BÉNÉFICE DE</b> <b>LA DATE DE DÉPÔT D'UNE</b> <b>DEMANDE ANTÉRIEURE FRANÇAISE</b>		Pays ou organisation Date 01/12/2003 N° 10/725226 Pays ou organisation Date 27/08/2001 N° 09/943930 Pays ou organisation Date N° <input type="checkbox"/> S'il y a d'autres priorités, cochez la case et utilisez l'imprimé «Suite»	
<b>5 DEMANDEUR</b> (Cochez l'une des 2 cases)		<input type="checkbox"/> Personne morale <input checked="" type="checkbox"/> Personne physique	
Nom ou dénomination sociale Prénoms Forme juridique N° SIREN Code APE-NAF		DUONG HENRI   	
Domicile ou siège		Rue 316 1/2 E. Glendon WAY, ALHAMBRA Code postal et ville 91801 CALIFORNIA Pays U.S.A.	
Nationalité		française	
N° de téléphone (facultatif)		626 576 8112	
Adresse électronique (facultatif)		N° de télécopie (facultatif) (1) 626.576.8112	

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REMISE DES PIÈCES

DATE - 2 FEV. 2007

LIEU

N° D'ENREGISTREMENT

NATIONAL ATTRIBUÉ PAR L'INPI

DB 540 @W/010905

<b>6 MANDATAIRE</b> (si applicable)		
Nom		
Prénom		
Cabinet ou Société		
Nationalité		
N° de pouvoir permanent et/ou de lien contractuel		
Adresse	Rue	
	Code postal et ville	
	Pays	
N° de téléphone (facultatif)		
N° de télécopie (facultatif)		
Adresse électronique (facultatif)		
<b>7 INVENTEUR(S)</b>		Les inventeurs sont nécessairement des personnes physiques
Les demandeurs et les inventeurs sont les mêmes personnes		<input checked="" type="checkbox"/> Oui <input type="checkbox"/> Non : Dans ce cas remplir le formulaire de Désignation d'inventeur(s)
<b>8 RAPPORT DE RECHERCHE</b>		Uniquement pour une demande de brevet (y compris division et transformation)
Établissement immédiat ou établissement différé		<input checked="" type="checkbox"/> } Choix à faire obligatoirement au dépôt (cf. Notice explicative Rubrique 8) <input type="checkbox"/> }
<b>9 RÉDUCTION DU TAUX DES REDEVANCES</b> (cf. Notice explicative Rubrique 9)		<input checked="" type="checkbox"/> Personne(s) physique(s) <input type="checkbox"/> PME <input type="checkbox"/> Organisme à but non lucratif dans le domaine de l'enseignement ou de la recherche
<b>10 SÉQUENCES DE NUCLEOTIDES ET/OU D'ACIDES AMINÉS</b>		<input type="checkbox"/> Cochez la case si la description contient une liste de séquences
Le support électronique de données est joint		<input type="checkbox"/>
La déclaration de conformité de la liste de séquences sur support papier avec le support électronique de données est jointe		<input type="checkbox"/>
Si vous avez utilisé l'imprimé «Suite», indiquez le nombre de pages jointes		
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GB 2334560 A	GB 2331136 A
GB 2309555 A	GB 2291244 A
GB 1593593 A	WO 1986/004869 A
US 3898652 A	US 3891966 A

(58) Field of Search:  
UK CL (Edition X ) F2F  
Other:

(54) Abstract Title: Anti-collision automatic braking device

(57) Anti-collision automatic braking device comprising sensors/radar for front and rear detecting at specified distance, the brakes being automatically applied when sensors detect an obstacle. The automatic braking device may be installed in engine/motor-vehicles, automobiles, cars, trucks, buses, vans, trains, high speed trains, underground trains, tanks, motorcycles, airplanes, ships, helicopters, submarines and all moving transportations. An embodiment discloses an automatic traffic stop lamp device of a security system equipping on traffic signal or in area nearby, when the traffic light is red a beam flashes and is sensed by the automatic braking device in order to bring the vehicle to a stop without surpassing limit zone.

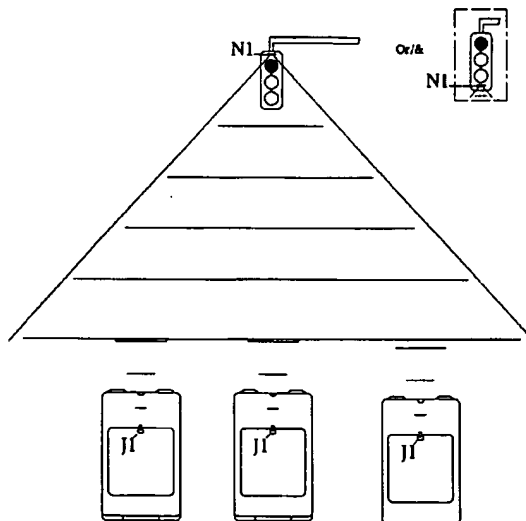


FIG. 26

GB 2 448 392 A



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Search result: 1 of 1

## (WO/2008/150318) DETECTABLE ANTI-COLLISION AUTOMATIC BRAKING DEVICE FOR DRIVING TRANSPORTATION

[Biblio. Data](#) [Description](#) [Claims](#) [National Phase](#) [Notices](#) [Documents](#)

Latest bibliographic data on file with the International Bureau



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**Publication Date:** 11.12.2008 **International Filing Date:** 10.03.2008

**IPC:** B60T 8/17 (2006.01), B60T 7/00 (2006.01), B60T 8/00 (2006.01), B60W 30/08 (2006.01)

**Applicant:** DUONG, Henri (FR/US); (US).

**Inventor:** DUONG, Henri; (US).

**Priority Data:** 0701466 02.02.2007 FR  
 (0713096.6)0801564.6 12.06.2007 GB  
 11/982,774 05.11.2007 US

**Title:** DETECTABLE ANTI-COLLISION AUTOMATIC BRAKING DEVICE FOR DRIVING TRANSPORTATION

**Designated States:** AE, AG, AL, AM, AO, AT, AU, AZ, BA, BB, BG, BH, BR, BW, BY, BZ, CA, CH, CN, CO, CR, CU, CZ, DE, DK, DM, DO, DZ, EC, EE, EG, ES, FI, GB, GD, GE, GH, GM, GT, HN, HR, HU, ID, IL, IN, IS, JP, KE, KG, KM, KN, KP, KR, KZ, LA, LC, LK, LR, LS, LT, LU, LY, MA, MD, ME, MG, MK, MN, MW, MX, MY, MZ, NA, NG, NI, NO, NZ, OM, PG, PH, PL, PT, RO, RS, RU, SC, SD, SE, SG, SK, SL, SM, SV, SY, TJ, TM, TN, TR, TT, TZ, UA, UG, US, UZ, VC, VN, ZA, ZM, ZW.  
 African Regional Intellectual Property Org. (ARIPO) (BW, GH, GM, KE, LS, MW, MZ, NA, SD, SL, SZ, TZ, UG, ZM, ZW)  
 Eurasian Patent Organization (EAPO) (AM, AZ, BY, KG, KZ, MD, RU, TJ, TM)  
 European Patent Office (EPO) (AT, BE, BG, CH, CY, CZ, DE, DK, EE, ES, FI, FR, GB, GR, HR, HU, IE, IS, IT, LT, LU, LV, MC, MT, NL, NO, PL, PT, RO, SE, SI, SK, TR)  
 African Intellectual Property Organization (OAPI) (BF, BJ, CF, CG, CI, CM, GA, GN, GQ, GW, ML, MR, NE, SN, TD, TG).

**Publication Language:** English (EN)

**Filing Language:** English (EN)

Detectable anti-collision automatic braking device for transportation

**Abstract**

Detectable anti-collision automatic braking device for stopping traffic accident is invented installing for/in engine/motor-vehicles, automobiles, cars, trucks, buses, vans, trains, high speed trains, underground trains, tanks, motorcycles, airplanes, ships, helicopters, submarines and all moving transportations to apply braking automatically by itself against obstacle to stop collision averting traffic accident during transportation running and as well for adapting in use Automatic traffic stop lamp device of a security system equipping on traffic signal or in area nearby, its beam will flash at lighting zone limit on red at a position to focus on to react the function of Detectable anti-collision automatic braking devices of all front motor-vehicles, transportations that approach to stop without surpassing limit zone.

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Intern'l Class: **G06F 19/00 20060101 G06F019/00; G05D 13/00 20060101  
G05D013/00; G08G 1/00 20060101 G08G001/00**

**Foreign Application Data**

Date	Code	Application Number
Feb 2, 2007	FR	07/01466
Jun 12, 2007	GB	0713096.6

**Claims**

1-4. (canceled)

5. What I claim as my invention is: The basis of inventing and materializing Detectable anti-collision automatic braking device invented for stopping collision/traffic accident in transportation during running; comprising sensor(s)/radar(s)/similarity is for installing in/on engine/motor-vehicles, automobiles, cars, trucks, buses, vans, trains, high speed trains, underground trains, tanks, motorcycles, airplanes, ships, helicopters, submarines and all moving transportations connecting on "standby" for front and rear detecting at specified distance on the road, on railway, on air route and/or at/in sea, automatic braking being operated by itself automatically during running based on both operations of sensor(s)/radar(s)/any operative device(s) detecting against obstacle at its detecting zone and of structural automatic braking unit being installed in/on transportation and connected electrically switching on by sensor(s)/radar(s) that motor-vehicle/ transportation being stopped running to avert collision grounds, installing as parts of the invention comprising with detecting device in/on all transportation for safe driving, disconnecting function period, automatic water switch, speedometer switch unit, automatic braking unit(s) & structural operation links, automatic brake locking & releasing unit, automatic brake pedal, automatic safety system, operating lamps/similarities shown on indicator(s) and mechanical & electrical circuit connections in function grounds as well for adapting comprising Automatic traffic stop lamp device in use, including: basis of inventing

and materializing the use of detecting device in/on all transportation for safe driving according to claim 5 in which detectable device(s) installed in transportation for safe driving in characteristic process comprising sensors/radars, infrared detecting lenses, electronic eyes, lighting/motion sensors, video cameras, electromagnetic/radio waves of frequency devices and/or ready-made devices in use having capacity to detect and respond by detected result against obstruction/transmitting & receiving (radio) frequency signals against obstacle under its detecting/operating zone being installed for/on/in motor-vehicle/transportation to switch braking motor/unit on automatically to perform automatic braking during running grounds, basis of inventing and materializing the use of detecting device in/on all transportation for safe driving according to claim 5 in which detectable device(s) installed in transportation for safe driving in characteristic process comprising sensor(s)/radar(s)/detectable device(s) in use having capacity detecting both vehicle and human body containing anti-snow and anti-light flashing facilities being installed for/on/in motor-vehicle/transportation for front and rear detecting at specified distance functioning during running, which rear sensor(s)/radar(s)/similarity being installed and connected through rear lamp switch being switched on during backing to perform automatic braking against obstacle grounds, basis of inventing and materializing the use of detecting device in/on all transportation for safe driving according to claim 5 in which detectable device(s) installed in transportation for safe driving in characteristic process comprising motor-vehicle/transportation turning right/left against opposite vehicle to avert front sensor(s)/radar(s) functioning during running comprising either signal lamp switch or a switch at steering wheel being connected for switching front sensor(s)/radar(s) off grounds, or front sensor(s)/radar(s) of adjustable direction mounted/fixed on an axis centered in ball bearing framed in motor-vehicle/transportation, axis part linked gear to gear of steering wheel/its division rotating right or left at its turning direction grounds, basis of inventing and materializing disconnecting function period of Detectable anti-collision automatic braking device according to claim 5 in which disconnecting functions at starting and parking period of automatic braking in motor-vehicle/transportation in characteristic process comprising speedometer switch being used to disconnect electrically sensor(s)/radar(s)/detectable device(s) operating comprising at lowest speed to let driver of motor-vehicle/transportation both leave parking area and/or park one's vehicle in parking area grounds, or a timer with preset time/manual timing action being connected key contact to postpone sensor(s)/radar(s) functioning in motor-vehicle to that effect grounds, basis of inventing and materializing automatic water switch according to claim 5 in which automatic water switch connection in characteristic process comprising automatic water switch being installed connecting by raining water in box/container between electric wires of second front sensor(s)/ radar(s)/similarity of specified longer distance detection and those of automatic braking unit in motor-vehicle/ transportation which to be stopped running on wet earlier against obstacle during raining, extinguishing connection by wind drying water on it after raining as lamp shown on indicator grounds, basis of inventing and materializing speedometer switch unit comprising operating with (third) front sensor/radar/similarity according to claim 5 in which speedometer used as a switch in characteristic process comprising speedometer pointer conducting comprising electrically indicator front/back surface at high speed as superior to 80/any depending on country law or using sensor/radar to detect speedometer pointer appeared at high speed zone on indicator to react functioning, connecting (third) front sensor/radar/ similarity in motor-vehicle/transportation to detect against obstacle at the specified longest distance during running to sonorous signal lamp/voice recorder (1) sounding driver comprising to lower motor-vehicle and/or train speed at the earliest on the road and/or railway to avert automatic braking grounds, (2) sounding pilot/sailor comprising to lower speed airplane, helicopter, ship and submarine changing direction during flying/sailing against obstacle to avert collision at the earliest, other sensor(s)/radar(s)/detectable device(s) installed comprising on top, down and both sides of airplane, helicopter, submarine and both sides of ship for safely detecting during changing direction grounds, and/or (3) using either automatic braking unit or a second braking unit without lock applying braking to lower motor-vehicle/transportation speed grounds, (4) connection; comprising electric wires of one pole of (third) sensor/radar and sonorous signal lamp/voice recorder/automatic braking unit being connected to speedometer pointer and the other pole of them to battery, electric wires of one pole of battery connected to speedometer indicator front/rear surface at high speed zone/any of speedometer switch grounds, basis of inventing and materializing the use of detecting device in/on all transportation for safe driving according to claim 5 in which detectable device(s) installed in transportation for safe driving in characteristic process comprising (1) sensors/radars being installed at right and left mirror sides of motor-vehicle/transportation for back and aside detecting, connecting signal lamp to switch it on during turning to sonorous signal lamp/voice recorder sounding driver against obstacle during running grounds, (2) sensors/radars/ similarities being installed aside of right and left sides comprising at/in each signal lamp box of motor-vehicle/ transportation detecting aside person/car approaching while driving out of driveway under function of a switch, connecting sonorous signal lamp indicator/voice recorder to sound driver and/or react automatic braking against obstacle during running grounds, basis of inventing and materializing the use of detecting device in/on all transportation for safe driving according to claim 5 in which small detectable device(s) installed in transportation for safe driving in characteristic process comprising (1) sensors/radars/similarities being installed at both sides of motor-vehicle and transportation for detecting extremely approaching running vehicles, connecting sonorous signal lamp/voice recorder to sound right or left side under detection during running grounds, (2) sensors/radars/similarities being equipped at rear parts of doors in motor-vehicle/ transportation at passenger and driver's sides detecting approaching vehicle for door slightly opening, sonorous lamp/voice recorder connected battery to sound driver, second sensor/radar being installed at door/opposite side on detecting at distance against vehicle chair/frame to switch sensor/radar off without flashing/sounding once door widely opening far beyond detection, using for motor-vehicle parking on the side of the road grounds, basis of inventing and materializing automatic braking unit(s) & structural operation links according to claim 5 in which structural automatic braking operating links in characteristic process comprising (1) automatic braking operated by appropriate motor, induction coils, air/liquid pump, compressed air/wind force, air hydraulic/oxygen unit, spring force and/or movement caused by any energy/way, (2) braking objects as wheel, spindle, axis, bracket, cylinder as nut and piston as bolt, braking rod, equipment, instrument



and/or any structural ways by pressing/pulling to braking outlet rod/extra outlet rod/other similarity, (3) braking pedals as new pedal/upper pedal part (L1 to L14) being prolonged having rubber boot, safety cover and/or automatic braking pedal (L23 to L37) having a same axis for movement of both automatic and vehicle brake pedals without causing movement of each other, and braking positions (L15 to L22), (4) switch for turning brake motor/similarity off at point in braking prior to locking brake, (5) lock device for locking the brake braking firmly to its braking object and/or any, (6) brake released by drawing lock device by a mini-motor rotating automatically/manual button switch to unlock the brake under motor rewind spring, spring, double rotating motor and/or any, (7) braking motor fixed with supporting springs at specific moving position, an appropriate motor rotating to brake fast enough, a double rotating motor having low speed at back spin, (8) entire electrical circuit & mechanical connections being made comprising operating in its logical order and (9) the degree of speed defined by a testing table of braking distance on speed, grounds, basis of inventing and materializing automatic locking & releasing unit according to claim 5 in which locking & releasing operating during braking of automatic braking device in motor-vehicle/transportation in characteristic process comprising (1) braking lock device during braking comprising a spring pushing a bar through frame outlet in device, outer part of bar for locking bracket (of wheel) entering over it to be blockaded therein by spring force and bar end part being fixed with a cable through inner spring from device to mini-motor or driver's contact by drawing to release the brake grounds, (2) sensor(s)/ radar(s)/similarity reacting against obstacle both operating of motor braking and pressing button standby of mini-motor which rotating to draw comprising by cable/similarity to unlock lock device resulting from earlier pressing action releasing the brake automatically just after sensor(s)/radar(s) detecting free grounds, basis of inventing and materializing automatic safety system according to claim 5 in which automatic safety system of automatic braking device in characteristic process comprising sonorous color signal lamp/voice recorder sounding to driver in motor-vehicle/transportation while entire braking system being "off" connected in function by a driver's contact and a thermostat being installed to disconnect flashing/sounding in winter snow grounds, and lamps/similarities installed showing every operation of the invention(s) on driver's indicator(s) grounds.

6. What I claim as my invention is: The basis of inventing and materializing automatic braking unit(s) & structural operation links are invented as parts of Detectable anti-collision automatic braking device for moving/rotating to brake by itself automatically in motor-vehicle/transportation during running based on both operations of sensor(s)/radar(s)/any operative device(s) installed in/on transportation detecting against obstacle at its detecting zone and of structural automatic braking unit being connected electrically switching on by sensor(s)/radar(s) that motor-vehicle/moving transportation being stopped running to avert collision grounds, installing comprising one(s) of the following structural braking units of "triangle wheel and Duo to Duo-J" being invented in operation, including: basis of inventing and materializing automatic braking unit(s) & structural operation links according to claim 6 in which automatic braking unit structure and operation of triangle wheels in characteristic process comprising once obstruction being detected during running, sensor(s)/radar(s)/similarity installed in motor-vehicle/transportation switching brake motor on rotating triangle wheel to its edge point pressing on pedal part to brake, motor being turned off by switch and braking locked by motor iron switches to its inner triangle wheel of Triangle wheel structure, or motor lock device to bracket arm in "Duo", automatic brake releasing or brake to be released by driver's button switch rotating motor wheel blockage or not and pulling wheel by spring force; a ball bearing with pin being fixed firmly at wheel surface nearby its flat part corner where a spring fixed from pin to a moving ball of motor frame bar pulling wheel after each spin to unlock the brake, by rewind spring or double spinning motor in "Du", grounds, basis of inventing and materializing automatic braking unit(s) & structural operation links according to claim 6 in which automatic braking unit structure and operation of round wheels in characteristic process comprising once obstruction being detected during running, sensor(s)/radar(s)/similarity installed in motor-vehicle/transportation switching brake motor whose axis fixing between center and rim of a round wheel on rotating wheel at summit pushing on pedal part to brake, motor being turned off by switch and braking locked by lock device of motor to bracket arm of wheel/lock to locking holes on inner wheel, automatic brake releasing or brake to be released by driver's button contact on rotating motor and (1) rewind spring or using double spinning motor in "Duo-A" or (2) pulling wheel by spring; a ball bearing with pin fixed at surface edge of round wheel where a spring fixed from pin to moving ball of motor frame bar pulling wheel to unlock the brake in "Duo-a", grounds, basis of inventing and materializing automatic braking unit(s) & structural operation links according to claim 6 in which automatic braking unit structure and operation of screw & unscrew in characteristic process comprising once obstruction being detected during running, sensor(s)/radar(s)/similarity installed in motor-vehicle/transportation switching brake motor on moving its frame; its toothed spindle engaging through gear-nut of frame in supporting springs screwing out pressing on pedal part/extra outlet rod to brake, motor being turned off by switch and braking locked by lock device, automatic brake releasing or brake to be released by driver's button switch and slotted motor spindle spring force, spring linked to frame or double rotating motor in "Duo-B" grounds, basis of inventing and materializing automatic braking unit(s) & structural operation links according to claim 6 in which automatic braking unit structure and operation of axis-gear in characteristic process comprising once obstruction being detected during running, sensor(s)/radar(s)/similarity installed in motor-vehicle/transportation switching brake motor, an axis engaging a tube outlet of frame with its grooved end part rotated by a motor gear moving the axis held by a roller, pressing on pedal part/extra outlet rod to brake, motor being turned off by switch and braking locked to axis cavity by lock device, automatic brake releasing or brake to be released by driver's button switch and rewind spring/spring force or any in "Duo-C" grounds, basis of inventing and materializing automatic braking unit(s) & structural operation links according to claim 6 in which automatic braking unit structure and operation of extra outlet in characteristic process comprising once obstruction being detected during running, sensor(s)/radar(s)/operating device(s) installed in motor-vehicle/transportation switching brake motor with support spring, a connecting rod kit; its head part being housed a ball bearing rotating with an axis/pin fixed between center and rim of a round wheel rotated by motor, its end part being linked roller and pin rotating

with rod moving forward or backward from an extra outlet built of brake original booster/master cylinder for braking, motor being turned off by switch and braking locked to connecting rod arm by lock device, automatic brake releasing or to be released by driver's button using revert spring force at back spin in "Duo-D" grounds, basis of inventing and materializing automatic braking unit(s) & structural operation links according to claim 6 in which automatic braking unit structure and operation of moving frame in characteristic process comprising once obstruction being detected during running, sensor(s)/radar(s)/operating device(s) installed in motor-vehicle/transportation switching oscillator on moving a frame where an extra outlet with rod, hose and connecting rod kit in air releasing spring unit; its head part being housed a ball bearing rotating with an axis/pin fixed between center and rim of a round wheel centered to ball bearing on moving frame whose wheel moving to connect by pressing on a rubber covered/outer wheel manufactured as a part of double pulley rotated by vehicle/transportation engine for braking, connecting rod kit end part being linked roller and pin to move rod of extra outlet built from original brake booster/master cylinder forward or backward under spring force, braking being locked by lock device, disconnecting to be unlocked by driver's contact or automatic brake releasing and using fluid hose in "Duo-E" grounds, basis of inventing and materializing automatic braking unit(s) & structural operation links according to claim 6 in which automatic braking unit structure and operation of bracket drive in characteristic process comprising once obstruction being detected during running, sensor(s)/radar(s)/detectable device(s) installed in motor-vehicle/transportation switching motor on to drive a rectangular bracket under spring force of two springs being linked their ends from motor frame to a bar/similarity holding a pin moving in the frame cavity, outer bar pressing on pedal part/automatic brake pedal or extra outlet rod to brake driven by rectangular bracket on motor spin, motor being turned off by switch and braking locked to bar arm by lock device, automatic brake releasing or brake to be released by driver's button switch and spring force in "Duo-F" grounds, basis of inventing and materializing automatic braking unit(s) & structural operation links according to claim 6 in which automatic braking unit structure and operation of direct spin in characteristic process comprising once obstruction being detected during running, sensor(s)/radar(s)/detectable device(s) installed in motor-vehicle/transportation reacting to switch motor on rotating its bar pressing on pedal part/extra outlet rod to brake, motor being turned off by switch and inner wheel locked by lock device inside motor during braking, brake releasing automatically or to be released by driver's button switch and rewind spring/double rotating motor with switch off in "Duo-G" grounds, basis of inventing and materializing automatic braking unit(s) & structural operation links according to claim 6 in which automatic braking unit structure and operation of oval & hexagonal wheels in characteristic process comprising once obstruction being detected during running, sensor(s)/radar(s)/detectable device(s) installed in motor-vehicle/transportation reacting to switch motor on rotating its oval/hexagonal wheel or similarity pressing on pedal part/extra outlet rod to brake, motor being turned off by switch and braking locked at wheel having a bracket arm to blockade itself at motor iron bar or inner motor wheel locked by lock device during braking, brake releasing automatically or to be released by driver's button switch and rewind spring/double rotating motor with switch off in "Duo-H, I" grounds, and/or basis of inventing and materializing automatic braking unit(s) & structural operation links according to claim 6 in which automatic braking unit structure and operation of air pumps in characteristic process comprising once obstruction being detected during running, sensor(s)/radar(s)/detectable device(s) installed in motor-vehicle/transportation reacting to: (1) switch motor; its pulley rotating a timing belt with a gear unit on grooved part of braking unit, its head part fixed braking rod of extra brake outlet for braking during which being turned off and locked by lock device, brake releasing automatically or to be released by a driver contact and bounce spring force or motor rewind spring in "JA1 of Duo-J" grounds, (2) switch to unlock lock device letting braking unit move to brake on linked rod of extra brake outlet under spring force, brake releasing automatically or to be released by a driver contact and motor rotating pulley, timing belt, gear on grooved part of braking unit to be turned off and blockaded by lock switch(es) in "JA2 of Duo-J" grounds and/or (3) switch mini-motor/similarity in a valve rotating its opening vane letting compressed air from compressed-air-cylinder, through pipe "A", valve unit, pipe "B" onto press on head part of braking unit in brake cylinder and end part of braking unit linked rod of extra brake outlet to brake during which being locked by lock device, brake releasing automatically or to be released by a driver contact, rotating to close vane of valve unit, unlock lock device and spring force pushing air through pipe "B", valve unit, pipe "A1" onto compressed-air-cylinder, pipe "A1" having spring cover in "JA3 of Duo-J" grounds, and (4) air valve unit/cylinder as a switch to switch incoming/outgoing air under function of braking pump on braking or releasing rotated by mini-motor/similarity in which air valve unit/cylinder being connected pipes between compressed-air-cylinder and air-braking-pump in which inlet pipe "A" letting compressed air from compressed-air-cylinder onto valve unit, outlet pipe "A1" having spring cover letting push compressed air back onto compressed-air-cylinder and pipe "B" letting compressed air move on braking to air braking pump which pushing compressed air back on releasing to compressed-air-cylinder under function of the switching vane of valve unit rotated by mini-motor/similarity grounds.

7. What I claim as my invention is: The basis of inventing and materializing Automatic traffic stop lamp device is invented for adapting Detectable anti-collision automatic braking device in use for stopping all front motor-vehicles and transportations on red light based on comprising lamp(s)/bulb(s) being equipped on traffic signal or in area nearby, its beam flashing at lighting zone limit on red at a position to focus on and reacting the function of sensor(s)/radar(s)/similarity of Detectable anti-collision automatic braking devices on all front motor-vehicles and transportations which approaching to stop without surpassing limit zone grounds, and comprising lamp(s)/bulb(s)/similarity for reacting being installed at traffic pole corners in the intersection in which lamp beam flashing at opposite motor-vehicles and transportations on stop, to turn right/left toward the street where pedestrian passing on the crossings from one side to the other border, the reacting lamp(s) turning on flashing at these motor-vehicle front sensors/radars whenever sensor/radar (connecting to reacting lamp) of a traffic pole reacting in function against the presence of pedestrian at exact distance where one stepping on the road grounds.

8. What I claim as my invention is: As parts of the invention(s), the claims and invention(s) in these documents include the origin, original idea, basis of invention, grounds, composition, function, structures, method and process of making, inventing, inventing of using, contents, illustrations, connection, extension, electrical circuit wire/wireless connection, combination, operation, installation, production, whole/part of the invention, putting basis of the invention(s) into practice, materializing, using, the invention(s) being manufactured in general electrical, technical and mechanical ways of operative device(s), comprising operating the invention in transportation separately and/or in combination during running, comprising operating electrically, technically and mechanically in its logical order, the specific and extra uses of the invention(s), selling/offering for sale the invention products comprising whole/a part of them, addition/reduction part/unit of the invention, any energy for functioning, any material(s) for making, similarities, imitations, substitutes, necessary parts, any other structures, modifications, replacement of parts being assembled for performing the same/similar devices referring to the original fundamentals of the invention(s) grounds operating to the same/similar effect, equipment/instrument carried by driver/sailor/pilot/others operating the invention in running transportation, comprising using processor, programmer, computer PC, laptop and/or similarity in the invention, using satellite operating network in the invention, any operation affecting the interest of the invention and/or combining the invention with any other entities, devices, equipments, instruments, objects or systems under any names being in the scope of the protection of the invention, using the invention everywhere.

### *Description*

#### CROSS-REFERENCE TO RELATED APPLICATION

[0001]U.S. patent application Ser. No. 09/943,930 filing date Aug. 27, 2001, US Class no. 303/193, International Class no. B60T 008/32  
[0002]Disclosure Document Deposit Request no. 503812 date Jan. 18, 2002 and no. 528018 date Mar. 17, 2003  
[0003]U.S. patent application Ser. No. 11/499,092 filing date Aug. 4, 2006  
[0004]Continuation/succession of U.S. patent application Ser. No. 10/725,226 filing date Dec. 1, 2003, US Class no. 303/191, International Class no. B60T 8/32 20060101 B60T008/32  
[0005]French INPI patent application Ser. No. 07/01466 filing date Feb. 2, 2007 France  
[0006]UKIPO Patent Application no. GB 0801564.6 a division of Patent Application no. 0713096.6 filing date Jun. 12, 2007 United Kingdom

#### STATEMENT REGARDING FEDERALLY SPONSORED RESEARCH

[0007]Not Applicable"

#### REFERENCE TO A MICROFICHE APPENDIX

[0008]Not Applicable"

#### BACKGROUND OF THE INVENTION

[0009]Automatic Braking Device was formerly filed under U.S. patent application Ser. No. 09/943,930 filing date Aug. 27, 2001 and U.S. patent application Ser. No. 10/725,226 filing date Dec. 1, 2003, the second petition was in final process but failed to overcome statutory time period for allowance even though the revival and appeal petitions were made but in vain to waive 42,500 Americans being killed yearly by traffic accidents in the United States of America where the invention would resolve to secure them by its merit. My present petition is filed as succession of my previous applications.

[0010]Detectable Anti-collision Automatic Braking Device is invented in use for/in engine/motor-vehicles, automobiles, cars, trucks, buses, vans, trains, high speed trains, underground trains, tanks, motorcycles, airplanes, ships, helicopters, submarines and all moving transportations as anti-collision system for stopping collision and traffic accident during transportation running to save human lives but today's motor-vehicle/transportation does not possess such device. Structures of Detectable Automatic Braking Device are created for purpose of fitting different types and structures of motor-vehicles and transportations in automobile and transportation in all manufacturing industries, and as well for adapting in use Automatic traffic stop lamp device; a security system is for equipping on traffic signal on the route to stop all front motor-vehicles/transportations approaching on red without surpassing zone limit by reacting the functions of their Detectable automatic braking devices being installed in transportations.

#### BRIEF SUMMARY OF THE INVENTION

[0011]Solutions of the invention(s) in motor-vehicle/transportation running contain for:  
[0012]protecting and saving human lives from traffic accidents  
[0013]stopping collision averting from traffic accident involvement  
[0014]protecting material from traffic accident damages

[0015]stopping all motor vehicles on red without surpassing specific limit zone

[0016]The system composes of Detectable Anti-collision Automatic Braking Device using for engine/motor-vehicles, automobiles, cars, trucks, buses, vans, trains, high speed trains, underground trains, tanks, motorcycles, airplanes, ships, helicopters, submarines, all moving transportations, anti-collision system, structural operational links & automatic braking unit(s)/motor(s), detection in/on all transportation driving, speedometer switch, voice recorder, lowering speed unit, automatic safety system, automatic brake releasing & locking unit, automatic water switch, entire braking network, electrical circuit, control unit, radars, sensors, frequency devices, infrared lenses, cameras, projectors, electronic eyes, lighting/motion sensors, sensor video cameras, electromagnetic beam/ray, electromagnetic/radio waves of frequency devices, similarity, detectable devices and/or ready-made devices in use having capacity to detect and respond by detected result/transmitting & receiving (radio) frequency signals against obstruction, electric wire/wireless, facilities of anti-snow and anti-light flashing, braking equipments/facilities including motors, any energy, compressed air/wind force, air hydraulic/oxygen unit, air/liquid pump, cylinder as nut & piston as bolt, induction coils, spring force, equipments/instruments having braking result, braking objects including wheel, spindle, axis, rod, bracket drive, any others, triangle wheels, round wheels, oval wheels, hexagonal wheels, wheels of all sorts, inner wheels of all sorts, ball bearings, roller bearings, pins, arms, moving balls, frames, lock iron switches, switch devices, switches, lock devices, bracket arms, springs, rewind springs, iron bars, brackets, bars, frames with bars, frames with moving balls, screw & unscrew toothed spindles, frames with gear-nuts, axis-gears, axis in groove end part, gears, frames with short tube outlets, extra rod outlet, connecting rod kit, moving frame, spring air releasing unit, rubber cover wheel in double pulley, oscillator, hose, direct spin bracket drive, hidden frame, rectangular bracket, frame cavity, mini-motors, cable, frame outlet, pulley, timing belt, gear unit, braking unit with grooved part, spring force, valve with inner vane, compressed air, pipes, braking rod, air cylinder, brake cylinder, air pump, timer, contacts, buttons for driver use, sonorous color signal lamps, thermostats, voice recorders, different brake pedals, rubber boots, safety covers, automatic brake pedals, signal lamp switch, switch of steering wheel, sensor/radar of adjustable direction, bearing with steering wheel spin, axis gear links of division, switch container, indicator, switch of signal lamp, signal lamp aside box, automatic traffic stop lamp device, lamps/bulbs, necessary parts, accessories, the base, grounds, composition, function, structures, method and process of making, inventing, contents, illustrations, connection, extension, combination, operation, using, installation, production, addition/reduction part/unit of the invention, the specific and extra uses of the invention, putting basis of the invention(s) into practice, energy for functioning, material(s) for making, modifications, replacement of parts, the original fundamentals of the invention(s) equipment/instrument carried by driver/sailor/pilot/others in transportation functioning the invention, comprising using processor, programmer, computer and/or similarity in the invention, using satellite operating network in the invention, combining the invention with any other entity including devices, equipments, instruments, objects and/or systems.

#### BRIEF DESCRIPTION OF THE DRAWINGS

[0017]FIG. 1: Triangle wheel is equipped with motor  
[0018]FIG. 2: Structure Duo (7A, 7B)  
[0019]FIG. 3: Structure Du (7A, 7B)  
[0020]FIG. 4: Structure Du (7B )  
[0021]FIG. 5: Round wheel structure Duo-A  
[0022]FIG. 6: Round wheel structure Duo-a  
[0023]FIG. 7: Screw & Unscrew structure Duo-B  
[0024]FIG. 8: Axis-gear structure Duo-C  
[0025]FIG. 9: Extra outlet with rod structure Duo-D  
[0026]FIG. 10: Moving frame structure Duo-E  
[0027]FIG. 11: Bracket drive structure Duo-F  
[0028]FIG. 12: Direct spin structure Duo-G  
[0029]FIG. 13: Oval wheel structure Duo-H  
[0030]FIG. 14: Hexagonal wheel structure Duo-I  
[0031]FIG. 15: Air pump structure Duo-J  
[0032]FIG. 16: Entire braking system network  
[0033]FIG. 17: Electrical circuit  
[0034]FIG. 18: Functioning of Automatic braking system  
[0035]FIG. 19: Red or yellow lamp and its function  
[0036]FIG. 20: Safe protection cover  
[0037]FIG. 21: Various types of new pedals  
[0038]FIG. 22: Automatic brake releasing and braking motors  
[0039]FIG. 23: Automatic braking pedals  
[0040]FIG. 24: Speedometer switch and radar(s)/sensor(s)  
[0041]FIG. 25 : Automatic water switch  
[0042]FIG. 26: Automatic stop control lamp

#### DETAILED DESCRIPTION OF THE INVENTION

[0043] Detectable anti-collision automatic braking device is invented for stopping traffic accident/collision in transportation during running; comprising sensor(s)/radar(s) or similarity is for installing in/on engine/motor-vehicles, automobiles, cars, trucks, buses, vans, trains, high speed trains, underground trains, tanks, motorcycles, airplanes, ships, helicopters, submarines and all moving transportations connecting on "standby" for front and rear detecting at specified distance on the road, on railway, on air route and/or at/in sea, automatic braking is operated automatically during running based on both functions of sensor(s)/radar(s)/any operative device(s) detecting against obstruction at its detecting zone and of structural automatic braking unit being installed in/on transportation and connected electrically switching on by equipped sensor(s)/radar(s) that motor-vehicle/transportation is stopped running to avert collision grounds, comprising installing as parts of the invention(s) with detecting device in/on all transportation for safe driving, disconnecting function period, automatic water switch, speedometer switch unit, automatic braking unit(s) & structural operation links, automatic brake locking & releasing unit, automatic brake pedal, automatic safety system, operating lamps shown on indicator(s) and electrical, technical & mechanical connections in function grounds as well for adapting Automatic traffic stop lamp device in use, in characteristic process including that:

[0044] As a part of the invention(s), use and installation of detection in/on all transportation for safe driving: Comprising sensor(s)/radar(s) J1 (J1a-J1b and M1), infrared detecting lenses, electronic eyes, lighting/motion sensors, video cameras, electromagnetic beam/ray, electromagnetic/radio waves of frequency devices, detectable devices and/or ready-made devices in use having capacity to detect and respond by detected result against obstruction/transmitting & receiving (radio) frequency signals against obstacle under detecting/operating zone comprises to install in use for/on/in motor-vehicle/transportation connected to switch braking motor/unit JA on automatically to perform automatic braking JB during running on FIG. 18. Its connection comprising key starting contact is connected electric wires to sensor(s)/radar(s)/similarity switching it on "stand-by" during running.

[0045] As a part of the invention(s), use and installation of detection in/on all transportation for safe driving: Comprising sensors/radars/detectable devices J1 having capacity for detecting both vehicle as well as human body containing anti-snow and anti-light flashing facilities comprises to install in use for/on/in motor-vehicle/transportation for front J1a(O6a)-J1c(O6b) and rear J1b detecting at specified distance during running, rear sensor(s)/radar(s)/similarity is connected through rear lamp switch being switched on during backing to perform automatic braking in function JB against obstacle on FIG. 16, 24. Its connection comprising any ready-made devices have technical capacity used for the invention, and anti-snow facilities include sensor(s)/radar(s)/similarity being housed in certain heating/head lamp transparent boxes.

[0046] As a part of the invention(s), use and installation of detection in/on all transportation for safe driving: Motor-vehicle turns right/left to avert front sensor(s)/radar(s) and automatic braking device functioning against opposite vehicle during running comprising (1) either signal lamp switch or a switch at steering wheel is connected for switching front sensor(s)/radar(s) off, or (2) front sensor(s)/radar(s)/similarity P1/O6 having adjustable direction is mounted/fixed on an axis centered in ball bearing P2 framed in motor-vehicle/transportation, axis P3 part is linked gear P4 to gear of steering wheel/its division rotating at its direction that front sensor(s)/radar(s) can turn right or left on FIG. 24. Its connection comprising for either signal lamp switch or a switch is connected electric wires to front sensor(s)/radar(s)/similarity to be switched it on/off, and key starting contact is connected electric wires to sensor(s)/radar(s)/similarity by switching it on "stand-by" during running.

[0047] As a part of the invention(s), disconnecting Detectable anti-collision automatic braking device functioning for/in all transportation at starting and parking period: Comprising speedometer switch is used to disconnect electrically sensor(s)/radar(s)/detectable device(s) functioning in motor-vehicle/transportation comprising at lowest speed to let driver of motor-vehicle/transportation both leave parking area and park one's vehicle in parking area and/or key contact is connected a timer with preset time/manual timing action to postpone sensor(s)/radar(s)/detectable device(s) functioning to that effect.

[0048] As a part of the invention(s), automatic water switch M1: It is connected during running by raining M6 water M7 in an opening outlet M5 switch-container M4 between isolated M3 electric wires M2 of second front sensor(s)/radar(s)/similarity J1c/O6b of specified longer distance detection and those of automatic braking motor/unit in motor-vehicle/transportation which is to be stopped running on wet earlier against obstacle during raining, extinguishing connection is by wind M8 drying on it after raining is over as lamp indicator shown on FIG. 25. Its connection comprising key starting contact/driver contact is connected electric wires to automatic water switch by switching it on, it is proposed to be fixed in front flat part of motor-vehicle/transportation having opening for rain flowing in and wind blowing facility into the small switch-reservoir where electric wires are set inside for connecting shown on driver's lamp indicator and its upper part has opening outlet letting water flow out at full level.

[0049] As a part of the invention(s), speedometer switch unit comprising functioning with third front sensor/radar/similarity; speedometer as a switch O1; its pointer O2 conducts comprising electrically indicator front/rear surface O5 at high speed O4 as superior to 80/any O3 depending on country law or sensor/radar is installed using to detect speedometer pointer at high speed zone appeared on indicator to react functioning, so (third) front sensor/radar/similarity O6c is connected in motor-vehicle/transportation to detect at the specified longest distance against obstacle during running connecting (1) sonorous signal lamp/voice recorder sounding driver/pilot/sailor to lower motor-vehicle/transportation speed or change direction at the earliest among other radars to avert automatic braking, of automatic voice sound, and/or

(2) either automatic braking unit or a second braking unit without lock applying braking to lower motor-vehicle/transportation speed safely, of automatic lowering speed. Its connection comprising electric wires of (third) sensor/radar and sonorous signal lamp/voice recorder/automatic braking unit of one pole are connected to speedometer pointer and the other pole of them to battery, electric wires of battery of one pole are connected to speedometer indicator front/rear surface at high speed zone/any of speedometer switch, for speedometer pointer conducting electrically to indicator surface at high speed zone comprising electronic/digital/similar connection on FIG. 24, sensors/radars/similarities are installed detecting on top, down and both sides of airplane, helicopter, submarine and both sides of ship at direction changing.

[0050]As a part of the invention(s), use and installation of detection in/on all transportation for safe driving: Comprising (1) sensors/radars are installed at right and left mirror sides of motor-vehicle and transportation for back and aside detecting at a distance during running, connecting signal lamp to switch it on during turning to sonorous signal lamp/voice recorder sounding driver against obstacle at a distance, (2) sensors/radars Q4 are installed aside of right and left sides comprising at/in each signal lamp box of motor-vehicle and transportation detecting aside person/car while driving out on driveway under function of a switch connecting sonorous signal lamp indicator/voice recorder to sound driver and/or react automatic braking against obstacle on FIG. 24. Its connection comprising for (1) signal lamp switches (R & L) are connected electric wires accordingly to right and left sensors/radars/similarities linking electrically to sonorous signal lamp/voice recorder which will sound by detected result of sensors/radars/detecting devices against rear vehicle in its detecting zone, (2) it is the same as above connection by adding a switch/contact in use.

[0051]As a part of the invention(s), use and installation of detection in/on all transportation for safe driving: Comprising (1) sensors/radars/similarities are installed at both sides of motor-vehicle/transportation for detecting extremely approaching running vehicles during running, connecting sonorous signal lamp/voice recorder to sound right or left side under detection shown on indicator, (2) sensors/radars/similarities Q2 are equipped at/by rear parts of doors Q1 in motor-vehicle, transportation at sides of driver and passenger(s) behind for back detecting approaching vehicle during door Q1 slightly opening to avert possible accident, sonorous lamp connected battery to sound driver, second sensors/radars Q3 are installed at door/opposite side on detecting at distance against vehicle/transportation chair/frame to switch sensor(s)/radar(s) Q2 off without sounding once door is widely open far beyond detection, using for motor-vehicle parking on the side of the road on FIG. 24. Its connection comprising for (1) key starting contact is connected electrically wire/wireless to both side sensors/radars/similarities to sonorous signal lamp/voice recorder which will sound against approaching running vehicles in detecting zone, (2) sonorous lamp is connected electric wires of one pole through sensor(s)/radar(s)/detecting device(s) Q2 to battery and electric wires of the other pole of both sonorous lamp and sensor(s)/radar(s)/detecting device(s) Q2 are connected through the other sensor(s)/radar(s)/detecting device(s) Q3 to battery on FIG. 24.

[0052]As a part of the invention(s), automatic braking unit & structural operation links: Comprising (1) automatic braking is operated by appropriate motor, induction coils, air/liquid pump, compressed air/wind force, air hydraulic/oxygen unit, spring force and/or movement caused by any energy/way, (2) braking objects are used as pedal extension part, automatic brake pedal, wheel, spindle, axis, bracket, cylinder as nut & piston as bolt, equipment, instrument and/or any structural ways by pressing/pulling to braking outlet rod/part/similarity, (3) switch is for turning brake motor/similarity off at point in braking prior to locking brake, (4) lock device is for locking the brake braking firmly to its braking object and/or any, (5) brake is released drawing lock device by a mini-motor rotating automatically/manual button switch to unlock the brake under motor rewind spring, spring, double rotating motor and/or any, (6) braking motor is fixed with supporting springs at specific moving position, an appropriate motor will rotate braking fast enough, a double rotating motor should have low speed at back spin, (7) it includes general electrical, technical & mechanical connections and making comprising operating in its logical order and (8) it refers to the degree of speed defined by a testing table of braking distance on speed, grounds.

[0053]As a part of the invention(s), automatic brake releasing and locking unit: Once obstruction is detected during running, automatic brake locking and releasing in motor-vehicle and transportation are based on comprising (1) sensor(s)/radar(s)/frequency device(s)/similarity reacting automatically both functions of motor braking and pressing button J2c standby for "c" unit, button device J2d standby for "d" unit or button device J2e standby for "e" unit of mini-motor J8 which rotates to draw comprising by cable to unlock lock device resulting from earlier pressing action to release the brake automatically just after sensor(s)/radar(s) detects free J2(a) on FIG. 17, 22, (2) lock device J6; a spring pushing a bar through frame outlet in device, outer part of bar is for locking bracket (of wheel) entering over it to be blockaded therein by spring force, bar end part is fixed with a cable through inner spring from device to mini-motor or driver's contact drawn to release the brake in which button J2c is utilized to switch motor on rotating to release braking unit "c", button J2d is drawn releasing braking unit "d" and button J2e is for releasing braking unit "e" on FIG. 17, 22 during braking operation. Its connection comprising for (1) key starting contact is connected electric wires through sensor(s)/radar(s)/frequency device(s)/similarity to automatic braking motor and button device of releasing mini-motor, for (2) key starting contact/battery is connected electric wires through button to rotating motor.

[0054]As a part of the invention(s), automatic brake pedals: Automatic brake pedal is used in motor-vehicle, transportation based on comprising using new pedal/upper extension pedal part having rubber boot K4, safety covers K2 and K3 under pedal K1 on FIG. 20. Motor A. B. may be equipped at any position to brake against new pedal from L1 to L14 on FIG. 21 and/or automatic braking pedal has a same axis for movement of both automatic and vehicle brake pedals without causing movement of vehicle pedal L that 15 types of automatic braking pedals provide L23 to L37 on FIG. 23, braking structures

by pressing/pulling and/or any other ways grounds. Certain types of braking motor A. B. can well be placed to brake against extra outlet braking rod besides original booster/master cylinder one in a choice of up to eight positions: L15 to L22 on FIG. 22.

[0055]As a part of the invention(s), FIG. 16-17 show entire braking system network, electrical circuit of the control unit J5, a diagram of electrical connection of driver contacts J2 to red/yellow signal lamp J3, braking unit JA-JB, braking system standby J4 b1 and braking system movement J4 b2, all are shown separate signal lamps on driver indicator. The entire system comprises to be made in general electrical, technical and mechanical ways of an operative device in motor-vehicle and transportation in which lamps/similarities are connected to show every operation of the invention on indicator(s).

[0056]As a part of the invention(s), automatic safety system: Comprising sonorous color signal lamp/voice recorder J3 sounds to driver in motor-vehicle/transportation while entire braking system J4 is "off" on FIG. 19 connected in function of a driver's contact J2b to J2a on FIG. 17 when necessary or driver finds impossible to balance his motor-vehicle/transportation on ice-covered road if braking operates and a thermostat is installed to disconnect sonorous color signal lamp/voice recorder in winter snow on FIG. 19. Its connection comprising key starting contact is connected electric wires through a driver contact to entire braking system and driver contact is connected electric wires through color signal lamp/voice recorder to battery.

[0057]Structural automatic braking unit referring to paragraph [0052] is invented as a part of Detectable anti-collision automatic braking device, automatic braking is operated by itself automatically during running based on the result of both operations of sensor(s)/radar(s)/any ready-made operative device(s) being installed detecting against obstacle at its detecting zone and of structural automatic braking unit being installed in/on transportation and connected electrically switching on by sensor(s)/radar(s) that motor-vehicle/transportation is stopped running to avert collision grounds, installing as parts of the invention(s) comprising one(s) of the following automatic braking units of "Triangle wheel, Duo to Duo-J" with structural operation links and parts in function in characteristic process including that:

[0058]As a part of the invention(s), "Triangle wheel" automatic braking structure and operation unit: 7A automatic braking unit operates based on once obstruction being detected during running, comprising 7B sensor(s)/radar(s)/detectable device(s) is installed in motor-vehicle/transportation switching brake motor 2 on rotating triangle wheel 3 to its edge point pressing at the opposite side of upper pedal 1 to brake, motor is turned off by switch and braking is locked by iron switches 17 of motor to its inner triangle wheel 16. Brake is to be released by a ball bearing 5 with pin 4 being fixed firmly at the surface of wheel 3 nearby its flat part corner where a spring 6 is fixed from pin 4 to a moving ball 10 of motor frame 8 bar pulling the wheel at the right position after each spin so as to unlock the brake pedal, automatic brake releasing or driver's button switch J2c/J2e on FIG. 17 is to rotate motor and pull wheel by spring force. We fix motor 2 between two supporting springs 9 ending with an arm 2a to the frame 8 letting motor move at its specific position on FIG. 1. Its connection comprising key starting contact is connected electric wires through sensor(s)/radar(s)/frequency device(s)/similarity to automatic braking motor with an "off" switch and button device of releasing mini-motor/button to rotating motor.

[0059]As a part of the invention(s), "Duo" triangle wheel automatic braking structure and operation unit: 7A automatic braking unit operates based on once obstruction being detected during running, comprising 7B sensor(s)/radar(s)/detectable device(s) is installed in motor-vehicle/transportation switching brake motor Duo2 on rotating triangle wheel Duo3 to its edge point pressing at the opposite side of upper pedal Duo1 to brake. Motor is turned off by switch Duo11 against pedal part during braking and braking is locked by lock device Duo10 of motor to bracket arm Duo7. Automatic brake releasing or brake is to be released by driver's button switch J2d rotating wheel to motor iron bar Duo13 blockaded at wheel bracket Duo12 and motor is linked with a spring Duo6 to pull triangle wheel by its pin Duo4 rotating a ball bearing Duo5 for back spin. We fix motor Duo2 between two supporting springs Duo9 ending with an arm Duo2a to the frame Duo8 letting motor move at its specific position on FIG. 2. Its connection comprising key starting contact is connected electric wires through sensor(s)/radar(s)/frequency device(s)/similarity to automatic braking motor with an "off" switch and button device of releasing mini-motor/button to rotating motor.

[0060]As a part of the invention(s), "Du" triangle wheel automatic braking structure and operation unit: 7A automatic braking unit operates based on once obstruction being detected during running, comprising 7B sensor(s)/radar(s)/detectable device(s) is installed in motor-vehicle/transportation switching brake motor Du2 on rotating triangle wheel Du3 to its edge point pressing at the opposite side of upper pedal Du1 to brake. Motor is turned off by switch Du8 against pedal part during braking and braking is locked by lock device Du7 on motor to wheel bracket arm Du11, automatic brake releasing or driver's button J2d is drawn for releasing brake by outer/inner motor rewind spring Du4 for wheel rotating to blockade wheel arm Du5 to motor bar Du6. FIG. 4; 7B if a double spinning motor is used replacing motor rewind spring, automatic brake releasing or we draw driver's button J2e-Du13 on releasing, wheel bracket Du12a is to be locked at motor switch device Du13a on turning motor at back spin being "off". We fix motor between two supporting springs Du10 ending with an arm Du2a to the frame Du9 letting motor move at its specific position on FIG. 3-4. Its connection comprising key starting contact is connected electric wires through sensor(s)/radar(s)/frequency device(s)/similarity to automatic braking motor with an "off" switch and button device of releasing mini-motor/button to rotating motor.

[0061]As a part of the invention(s), "Duo-A" round wheel automatic braking structure and operation unit: JA automatic



braking unit operates based on once obstruction being detected during running, comprising sensor(s)/radar(s)/detectable device(s) is installed in motor-vehicle/transportation switching brake motor A2 whose axis is fixed between center and rim of a round wheel A3 rotating wheel at summit pushing on pedal part to brake JB or JB(1). Motor is turned off by switch A4 against pedal part during braking and braking is locked by lock device A5 of motor to bracket arm A7 of wheel/lock to locking holes on inner wheel, brake is to be released by driver's button contact J2d and motor rewind spring A8 or using double spinning motor at back spin; it turns one side to brake and the other side to release pedal part A1 or A1a by driver's button J2e rotating wheel to press on switch A6 being "off" or automatic brake releasing. Motor(s) is fixed by two supporting springs A9 in the frame A10, it ends with an arm A2a moving at specific position on FIG. 5. Its connection comprising key starting contact is connected electric wires through sensor(s)/radar(s)/frequency device(s)/similarity to automatic braking motor with an "off" switch and button device of releasing mini-motor/button to rotating motor.

[0062]As a part of the invention(s), "Duo-a" round wheel automatic braking structure and operation unit: JA automatic braking unit operates based on once obstruction being detected during running, comprising sensor(s)/radar(s)/detectable device(s) is installed in motor-vehicle/transportation switching brake motor a2 whose axis is fixed between center and rim of a round wheel a3 on rotating wheel at summit pushing on pedal part to brake JB or JB(1). Motor is turned off by switch a10 against pedal part during braking and braking is locked to four locking holes a11 on inner wheel a9 of motor by two lock devices a8 at either first hole line or second line depending on motor rotating at off speed, automatic brake releasing or brake is to be released by driver's button switch J2c on FIG. 17 on rotating motor. A ball bearing with pin a4 is fixed firmly at the surface edge of a round wheel a3 where a spring a5 is fixed from pin of wheel to a moving ball a6 rotating on/in motor frame bar pulling the wheel at the right position to unlock the brake and motor(s) is fixed by two supporting springs a1 in the frame a7 on FIG. 6. Its connection comprising key starting contact is connected electric wires through sensor(s)/radar(s)/frequency device(s)/similarity to automatic braking motor with an "off" switch and button device of releasing mini-motor/button to rotating motor.

[0063]As a part of the invention(s), "Duo-B" screw & unscrew automatic braking structure and operation unit: JA automatic braking unit operates based on once obstruction being detected during running, comprising sensor(s)/radar(s)/detectable device(s) is installed in motor-vehicle/transportation switching brake motor B2 on moving in its frame where its toothed spindle B3 engages through gear-nut B5 of frame B7 in supporting springs B11 to screw out pressing on pedal part B1 at JB/automatic brake pedal B1a at JB(1) or extra outlet rod to brake. Motor is turned off by a switch B4 during braking and braking is locked by lock device B6 frame aside, automatic brake releasing or brake is to be released by driver's button switch J2d and spring force of slotted motor spindle into spring B8/of spring B9 linked motor to the frame. If a double rotating motor is used, automatic brake releasing or driver's contact J2e is to release at return spin, a switch B10 is added letting back spin motor to be off JA(1) on FIG. 7. Its connection comprising key starting contact is connected electric wires through sensor(s)/radar(s)/frequency device(s)/similarity to automatic braking motor with an "off" switch and button device of releasing mini-motor.

[0064]As a part of the invention(s), "Duo-C" axis-gear automatic braking structure and operation unit: JA automatic braking unit operates based on once obstruction being detected during running, comprising sensor(s)/radar(s)/detectable device(s) is installed in motor-vehicle/transportation switching brake motor whose axis C3 engages a tube outlet C5 in frame C8 with its grooved end part rotated by a motor C2 gear C4 moving the axis held by a roller on pressing on pedal part C1 at JB or extra outlet rod to brake. Motor is turned off by switch C7 during braking and braking is locked to axis cavity by lock device C6 fixed on the frame, automatic brake releasing or brake is to be released by driver's button switch J2d and motor rewind spring C9, spring C10 is linked axis end to the frame or rewind spring C13 of automatic brake pedal C12 at JB(2). If we use a double revolving motor, automatic brake releasing or releasing brake is by driver's contact J2e and JA(1), switch C11 is to turn motor off at back spin, motor is installed between supporting springs C14 fixed on frame on FIG. 8. Its connection comprising key starting contact is connected electric wires through sensor(s)/radar(s)/frequency device(s)/similarity to automatic braking motor with an "off" switch and button device of releasing mini-motor.

[0065]As a part of the invention(s), "Duo-D" extra outlet rod automatic braking structure and operation unit: JA automatic braking unit operates based on once obstruction being detected during running, comprising sensor(s)/radar(s)/detectable device(s) is installed in motor-vehicle/transportation switching a right & left spinning brake motor D2 on for braking, motor is fixed with support spring D10 for its movement, a connecting rod kit D5; its head part is housed a ball bearing D9 rotating with an axis/pin being fixed between center and rim of a round wheel D3 rotated by motor D2, its end part is linked roller D8 and pin to move rod D4 of extra outlet D1 built from original brake booster/master cylinder forward or backward on braking. Motor is turned off by switch D6 fixed on connecting rod hitting against frame during braking and JB braking is locked to connecting rod arm by lock device D7 on frame, automatic brake releasing or brake is to be released by driver's button J2e or J2d using revert spring force for back spin at extra outlet with rod on FIG. 9. Its connection comprising key starting contact is connected electric wires through sensor(s)/radar(s)/frequency device(s)/similarity to automatic braking motor unit with an "off" switch and button device of releasing mini-motor.

[0066]As a part of the invention(s), "Duo-E" moving frame automatic braking structure and operation unit: JA automatic braking unit operates based on once obstruction being detected during running, comprising sensor(s)/radar(s)/detectable device(s) is installed in motor-vehicle/transportation switching oscillator E10 on moving the frame where an extra outlet with rod E1, hose E12 and a connecting rod kit in air releasing spring E3 unit E2; its head part is housed a ball bearing



rotating with an axis/pin fixed between center and rim of a round wheel E6 centered to ball bearing E5 on moving frame E4 whose wheel E6 moves to connect JB by pressing on a rubber covered/outer wheel E7 manufactured as a part of double pulley E8 rotated by vehicle/transportation engine E9 for braking replacing a motor. The end part of connecting rod kit unit is linked roller and pin to move rod of extra outlet built from original brake booster/master cylinder forward or backward under spring force. Braking is locked to connecting rod arm by lock device E11 on outlet part, disconnecting JA(1) is to be unlocked JA(2) by driver's contact J2d or automatic brake releasing, fluid pipe needs changing to hose E12 for moving adaptation on FIG. 10. Its connection comprising key starting contact is connected electric wires through sensor(s)/radar(s)/frequency device(s)/similarity to oscillator, automatic braking motor unit and button device of releasing mini-motor.

[0067]As a part of the invention(s), "Duo-F" bracket drive automatic braking structure and operation unit: JA automatic braking unit operates based on once obstruction being detected during running, comprising sensor(s)/radar(s)/detectable device(s) is installed in motor-vehicle/transportation switching motor F2 with support springs F9 on to drive a rectangular bracket F5 under spring force of two springs F6 being linked their ends from motor frame F3 to a bar/similarity F4 holding a pin F10 moving in the frame cavity, outer bar presses on pedal part F1/automatic brake pedal F1a or extra outlet rod to brake driven by rectangular bracket on motor spin. Motor is turned off by switch F7 fixed on the bar/similarity during braking, and JB or JB(1) braking is locked to bar arm by lock device F8 on the frame, automatic brake releasing or brake is to be released by driver's button switch J2d and spring force on FIG. 11. Its connection comprising key starting contact is connected electric wires through sensor(s)/radar(s)/frequency device(s)/similarity to automatic braking motor unit with "off" switch and button device of releasing mini-motor.

[0068]As a part of the invention(s), "Duo-G" direct spin automatic braking structure and operation unit: JA automatic braking unit operates based on once obstruction being detected during running, comprising sensor(s)/radar(s)/detectable device(s) is installed in motor-vehicle/transportation switching adjustable G9 motor G2 in supporting springs G10 on to rotate its bar G3 pressing on pedal part G1/automatic brake pedal G1a JB-JB(1) or extra outlet rod to brake. Motor is turned off by switch G4 nearby the motor and inner wheel G7 of motor axis is locked by lock device G6 inside motor during braking, automatic brake releasing or brake is to be released by driver's button switch J2d and rewind spring G5. If we use a double rotating motor, we release at contact J2e motor back spin to rotate turning itself off by switch G8 on FIG. 12 or automatic brake releasing. Its connection comprising key starting contact is connected electric wires through sensor(s)/radar(s)/frequency device(s)/similarity to automatic braking motor unit with "off" switch and button device of releasing mini-motor.

[0069]As a part of the invention(s), "Duo-H" oval wheel automatic braking structure and operation unit: JA automatic braking unit operates based on once obstruction being detected during running, comprising sensor(s)/radar(s)/detectable device(s) is installed in motor-vehicle/transportation switching motor H2 with supporting springs H9 on to rotate its oval wheel H3 pressing on pedal part H1 or automatic brake pedal H1a to brake. Motor is turned off by switch H8 at JB or JB(1) and wheel has a bracket arm H5 to blockade itself at motor iron bar H6 and wheel/inner wheel is locked by lock device H7 during braking, automatic brake releasing or brake is to be released by driver's button switch J2d and motor rewind spring H4. If we use a double spinning motor, automatic brake releasing or contact J2e is for releasing and an "off" switch H10 is added to motor bar for back spin on FIG. 13. Its connection comprising key starting contact is connected electric wires through sensor(s)/radar(s)/frequency device(s)/similarity to automatic braking motor with an "off" switch and button device of releasing mini-motor/button to rotating motor.

[0070]As a part of the invention(s), "Duo-I" hexagonal wheel automatic braking structure and operation unit: JA automatic braking unit operates based on once obstruction being detected during running, comprising sensor(s)/radar(s)/detectable device(s) is installed in motor-vehicle/transportation switching motor I2 with supporting springs I10 on to rotate its hexagonal wheel I3/similarity pressing on pedal part I1 or automatic brake pedal I1a to brake. Motor is turned off by switch I8 at JB or JB(1), and wheel has a bracket arm I5 to blockade itself at motor iron bar I6 and wheel/inner motor wheel I9 is locked by lock device I7 during braking, automatic brake releasing or brake is to be released by driver's button switch J2d and motor rewind spring I4. If we use a double spinning motor, automatic brake releasing or contact J2e is used for releasing and a switch "off" I11 is added to motor bar for back spin on FIG. 14. Its connection comprising key starting contact is connected electric wires through sensor(s)/radar(s)/frequency device(s)/similarity to automatic braking motor with an "off" switch and button device of releasing mini-motor/button to rotating motor.

[0071]As a part of the invention(s), "Duo-J" air pump automatic braking structure and operation unit: automatic braking unit operates based on once obstruction being detected during running, comprising sensor(s)/radar(s)/detectable device(s) is installed in motor-vehicle/transportation to (1) JA1 switch motor JF2, its pulley JF3 rotates a timing belt JF4 with a gear JF5 unit on grooved part of braking unit JF6, its head part fixed braking rod JF8 of extra brake outlet JF1 for braking JB1 during which it is turned off and locked by lock device JF9, automatic releasing or brake is to be released by a driver contact J2d and bounce spring force JF7 or motor rewind spring JF10, (2) JA2 switch to unlock lock device JF9 letting braking unit JF6 move to brake on linked rod JF8 of extra brake outlet JF1 under spring force JF7 JB2, automatic releasing or brake is to be released by a driver contact J2d and motor JF2 rotating pulley JF3, timing belt JF4, gear JF5 on grooved part of the braking unit JF6, it is turned off and blockaded by switch(es) JF9, and/or (3) JA3 switch mini-motor/similarity to rotate the opening vane JF13 of a valve JF12 letting compressed air JF11 from compressed-air-cylinder, through pipes A, valve unit JF12, pipes B onto press head part of braking unit JF6 in brake cylinder and braking unit end part is linked

brake rod JF8 of extra outlet JF1 to brake JB3 during which it is locked by lock device JF9, automatic releasing or brake is to be released by a driver contact J2d, rotating to close vane JF13 of valve unit, unlock lock device and spring force JF7 pushing air through pipe B to valve unit, pipe A1 onto compressed-air-cylinder, pipe A1 has spring cover JF14 on FIG. 15. Its connection; comprising key starting contact is connected electric wires through sensor(s)/radar(s)/frequency device(s)/similarity to automatic braking motor with an "off" switch and button device of releasing mini-motor/button to rotating motor and/or any.

[0072]As a part of the invention(s) and paragraph [0071]-(3) air valve unit; air valve unit/cylinder is connected pipes between compressed-air-cylinder and air-braking-pump in which inlet pipe "A" is to let compressed air from compressed-air-cylinder onto valve unit, outlet pipe "A1" having spring cover is to let push compressed air back onto compressed-air-cylinder and pipe "B" is to let compressed air move on braking to air braking pump which will push compressed air back on releasing to compressed-air-cylinder under function of the switching vane of valve unit rotated by mini-motor/similarity on FIG. 15.

[0073]As a part of the invention(s), Automatic traffic stop lamp device N1: It is invented to adapt Detectable anti-collision automatic braking device in use for stopping all front motor-vehicles/transportations on red light based on comprising lamp(s)/bulb(s) being equipped on traffic signal or in area nearby, its beam will flash at lighting zone limit on red at a position to focus on to react the function of front sensor(s)/radar(s) J1 of Detectable anti-collision automatic braking devices in all front motor-vehicles/transportations which approach to stop without surpassing zone on FIG. 26. Its connection; lamp(s)/bulb(s) being equipped on/in traffic signal/area nearby is connected electrically to the red signal lamp in operation.

[0074]As a part of the invention(s) and paragraph [0073], comprising lamp(s)/bulb(s) for reacting is installed at traffic pole corners in the intersection in which its beam will flash at opposite motor-vehicle(s) and transportation(s) on stop, to turn right/left toward the street where pedestrian passes on the crossings from one side to the other border, the reacting lamp(s) switches on flashing at these motor-vehicle front sensors/radars whenever sensor/radar on a traffic pole reacts in function against the presence of pedestrian at exact distance where one steps on the street. Its connection; sensor/radar being equipped on a traffic pole is connected electrically to the reacting lamp(s) in its operative system.

[0075]As parts of the invention(s), the invention(s) in these documents includes the origin, the base, original idea, basis of invention, grounds, composition, function, structures, method and process of making, inventing, inventing of using, contents, illustrations, connection, extension, electrical circuit wire/wireless connection, combination, operation, installation, production, putting basis of the invention(s) into practice, materializing, using, the invention(s) being manufactured in general electrical, technical and mechanical ways of operative device(s), whole/part of the invention, comprising operating the invention in transportation separately and/or in combination during running, comprising operating electrically, technically and mechanically in its logical order, the specific and extra uses of the invention(s), selling/offering for sale the invention products comprising whole/a part of them, addition/reduction part/unit of the invention, necessary parts, any energy for functioning, any material(s) for making, similarities, imitations, substitutes, any other structures, modifications, replacement of parts being assembled for performing the same/similar devices referring to the original fundamentals of the invention(s) grounds operating to the same/similar effect, equipment/instrument carried by driver/sailor/pilot/others in running transportation operating the invention, comprising using processor, programmer, computer PC, laptop and/or similarity in the invention, using satellite operating network in the invention, any operation affecting the interest of the invention and/or combining the invention with any other entities, devices, equipments, instruments, objects or systems under any names being in the scope of the protection of the invention, using the invention everywhere.

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